The Bombay Gazette.

No. 7,310.—New Series. BOMBAY :—TUESDAY, AUGUST 17, 1869. Annual Subscription in Advance... ...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage.....	„ 72 0
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Ten lines and under	
First insertion.....	Rs. 5 0
Second Ditto	„ 2 8
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Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
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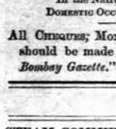
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques; Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Asia, 1,579 Tons, 250 H. P., Commander J. Paterson, will be despatched on Tuesday, the 17th August, at noon.

Leave Bombay.....	August. 17	Leave Madras	August. 30
„ Carwar	19	„ Coconada	September. 1
„ Narrakal	21	„ Vizagapatam.....	2
„ Tuticorin	23	„ Bimlipatam	2
„ Colombo	24	„ Gopalpore	3
„ Galle	25	„ Point Pedro	4
„ Negapatam	27	Arrives Calcutta	5

The *Asia* will call at Mangalore, Cannanore, Calicut, and Cochin, weather permitting.

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for the Neilgherries may be landed at Narrakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

The steam-ship Euphrates, 650 tons, 120 H. P., Commander J. C. Sharp, will be despatched on Saturday, the 21st instant, at 4 P.M.

Up.		Down.	
Leave Bombay	Aug. 21	Leave Bussorah	Sept. 10
„ Kurrachee.....	25	„ Fao	10
„ Guadur	26	„ Bushire	12
„ Muscat	29	„ Linga	14
„ Bunder Abbas.....	31	„ Bunder Abbas.....	16
	Sept.		
„ Linga	1	„ Muscat	18
„ Bushire	4	„ Guadur	20
„ Fao	5	„ Kurrachee.....	22
Arrive Bombay.....	8	Arrive Bombay.....	25

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday at 4 P. M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION TO THE MALABAR COAST.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the Steam Ship MARTABAN, 510 tons, 110 H. P., Commander W. M. Hibbert, to Cochin, on TUESDAY, the 7th September, at noon, calling at the undermentioned Ports, viz.,

Down Steamers.		Up Steamers.	
Leave Bombay—Tuesday.		Leave Cochin—Tuesday.	
„ Rutnagherry—Wednesday.		„ Beypore—Wednesday.	
„ Malwan „		„ Calicut „	
„ Vingorla „		„ Mahé „	
„ Goa—Thursday.		„ Cannanore „	
„ Carwar „		„ Mangalore—Friday.	
„ Coompta „		„ Coompta—Saturday.	
„ Mangalore—Friday.		„ Carwar „	
„ Cannanore—Saturday.		„ Goa „	
„ Tellicherry „		„ Vingorla—Sunday.	
„ Calicut „		„ Malwan „	
„ Beypore „		„ Rutnagherry—Monday.	
Arrive Cochin—Sunday.		Arrive Bombay—Tuesday.	

For freight and passage apply to

W. NICOL & Co., Agents.

COMPAGNIE UNIVERSELLE DU CANAL MARITIME DE SUEZ.

NOTICE TO MERCHANTS AND SHIPOWNERS.

The SUEZ MARITIME CANAL will be OPENED for general navigation on the 17th November 1869, throughout its entire length and breadth, and with its regular depth of eight metres (26 ft. 3 in.)

On the occasion of the Inauguration no dues will be levied on men-of-war and merchant vessels arriving at the extremities of the Canal, Port Said and Suez, from the 17th to 20th November, inclusive.

On and after the 21st November, and in conformity with Article 17 of the Act of Concession, Transit Dues will be levied at the uniform rate of 10 francs on each passenger through the Canal, and on every register ton of shipping calculated upon the legal tonnage according to the ship's flag.

The Company will shortly publish a Handbook for the navigation of the Canal, comprising the small charges for pilotage, anchorage, and towage when incurred.

(Signed.) P. MERRUAU,
Secretary General to the Company.

BLACKWELL & Co., Transit Agents of the Suez Canal Co.

FOR SALE, the STEAM TUGS "Jorawur," "Rustom," and "Wadalia," built of iron; the two former Paddle, and the latter Screw; gross tonnage 183, 97, and 199 tons respectively; horse power, 100, 45, and 20 respectively.

TENDERS for the purchase of each or all of the vessels should be made in writing, addressed to the Superintendent of Marine. The acceptance or otherwise of the offers for the above vessels being at the option of the Government.

The above Tugs are now at Butcher's Island, and can be inspected by intending purchasers.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 31st July, 1869.

NOTICE.—Consignees of Cargo per Ship PANDORA, arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship Pandora.

Bombay, 13th August, 1869.

NOTICE.—Consignees of Cargo per ship JOHN O'GAUNT, arrived from Liverpool, are requested to despatch boats at once to take delivery of their respective goods, otherwise the same will be landed by the Captain at the risk and expense of the concerned; and he will not be responsible for the condition of any package after the same has left the ship's deck. LYON & Co.,

Agents for Owners of the ship John O'Gaunt.

Bombay, 13th August, 1869.

NOTICES.

THE DIVAN EXCHANGE.

5, Apollo Street.

This useful Institution,
The first of its kind,
Needs no recommendation
To the Public mind ;
FOR HERE.

Good Digestion waits on Appetite, and Billiards (Companion to Health) on both.

"You can't gild refined gold or paint the lily."—Shakespeare, to any other man.

THE POONA HOTEL.

(Close to the Poona Boating Club.)

BY JEWANJEE & Co., PROPRIETORS OF BYCULLA HOTEL.

JEWANJEE & Co. have the pleasure to intimate to the Gentry of Bombay and Poona that the above Hotel has now been OPENED, and is already being largely patronised.

The Hotel is pleasantly situated near the Bund, the Compound running down to the River's side. The Hotel is close to the Poona Boating Club's premises, and the crews practise in front of the Hotel. It is a spacious, commodious, new building, and has been fitted up in a style, regardless of expense, so that the comforts of Visitors may be ensured. JEWANJEE & Co.

Poona, 1st July, 1869.

THE ROYAL FAMILY HOTEL,

A Large and Commodious Upper-storied Hotel, opposite the railway station at Poona.

A most comfortable Residence, with Upper-Storey for Visitors as well as for Permanent Residents in the Capital of the Deccan on English Principles.

THE ROYAL FAMILY HOTEL.—The Proprietor begs to inform the Public of Poona and Out-stations, that his Hotel, which was under construction for an Upper-Storey, to meet the demands of Visitors at Poona, as well as for the comforts of the Occupants, is now completed, and has been RE-OPENED from this day.

THE ROYAL FAMILY HOTEL, which has been Established since 1867, is situated in the very centre of the Station, and opposite the Railway Station. The Proprietor having made extensive repairs and improvements, by adding an Upper-Story, the comfort of Visitors is greatly enhanced. The Rooms, which are well furnished, are airy, and command an extensive prospect. The Hotel is under the immediate Superintendence of the Proprietor, and no efforts will be spared to give satisfaction, both in regard to the supplies for the Table, attendance, and general cleanliness of the Establishment. Beers and Wines of the best quality, and none other will be admitted, will be supplied at moderate rates, and every exertion will be made to render Visitors comfortable. Carriages, with good horse on hire, can be obtained on the premises.

DORABJEE SORABJEE,
Proprietor, Royal Family Hotel.

Poona, 10th June, 1869.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. NEERA, 2,200 Tons, Captain Hanscom, will be despatched on WEDNESDAY, the 18th August.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
2 „ Under Vests.	1 Maud.
2 „ Linen Collars,	1 Inverness Cape.
1 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
1 „ Fine Merino Drawers.	1 Clothes Bag.
1 „ Colored Handkerchiefs.	1 Travelling Hat,
1 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
3 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival in England, and vice versa, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

Now Ready.

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Medow Street, Fort.

Now Ready.

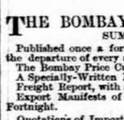
THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a fortnight at the *Bombay Gazette* Office, on the departure of every alternate Mail for Europe.

The Bombay Price Current contains :—
A Specially-Written Market Report.
Freight Report, with statement of Ships chartered, &c.
Export Manifests of Vessels which have sailed during the Fortnight.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1858.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1864 and 1859 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the fortnight.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 8
"Bombay Gazette", Office, Medow Street, Fort.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE P. and O. Co.'s s. s. BEHAR, (1,493 tons, and 300 H. P.), Captain A. M. Lockie, will be despatched for the above Ports on FRIDAY, the 20th Aug., leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Wednesday, the 18th instant.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 14th August, 1869.

NOTICE.—Mr. JOHN H. WILLY, Professor of Music, having given great satisfaction by his former engagement of Artistes, has been induced to get out direct from London PERFORMERS of equal or even greater CELEBRITY for the COMING SEASON, due notice of which will be given. Mr. Willy has one advantage—his Father being one of the principal Violonists and Leaders in London. Parties engaged to come out to Mr. Willy may be depended upon as being legitimate and good.

6 Clare Road, Byculla.

ELPHINSTONE LAND and PRESS COMPANY (Limited).—NOTICE.—The TRANSFER REGISTER of the Company will be CLOSED on WEDNESDAY and THURSDAY, the 18th and 19th August, instant.

By order of the Directors,
W. NICOL & Co.,
Secretaries and Treasurers.

Bombay, 16th August, 1869.

BOMBAY PHILHARMONIC SOCIETY.

NOTICE TO PERFORMING MEMBERS.

The FIRST PRACTICE MEETING of the Society will be held in the TOWN HALL, on THURSDAY, 2nd September, at 8 o'clock P.M., and will last for about one hour.

The Music for practice will be shortly announced.

The Committee have made arrangements for a Musical Director for the Season.

The Committee trust that both Ladies and Gentlemen will assist in promoting the success of the Society by attending regularly at the Practices.

The dates decided upon for future Practice Meetings will be duly advertised.

A. WAKE, } Joint Honorary Secretaries.
H. S. BOSTOCK, }

THE CUTCH FINANCIAL ASSOCIATION Limited (under Liquidation).—THIS DAY MEETING of the Shareholders of this ASSOCIATION was HELD at the Office of Messrs. HEARN, CLEVELAND, and PEILE, when the following Resolutions were passed unanimously :—

That the Report and Accounts laid before the Meeting be adopted.

That Rs. 800 to Mr. Ramshanker Jeenabhoy and Rs. 200 to Mr. Damoder Dhondjee be paid on account of their good services and the loss of their appointments.

That Mr. C. Moore be appointed Auditor, and that his remuneration be Rs. 150.

That the Liquidators be authorised to compromise or to sell the balance of debt due to the Association by Khatow Ludha, as they may deem best.

That the sum of Rs. 600 be presented to Mr. Anandrao Venaykrao and Mr. J. A. de Aguir, in recognition of their valuable services rendered in the cause of the liquidation, to be divided as the Liquidators may deem proper.

G. S. CLAY, Chairman.

Bombay, 14th August, 1869.

MR. HENRY WALTER VIDAL is authorized to SING our FIRM per procuration.

GRINDLAY, GROOM, & Co.

NOTICE.—Mr. SAMUEL GILES has been admitted a PARTNER in the FIRM of Messrs. TYABJEE FRERES, Havre, from the 1st instant.

S. TYABJEE & Co.

Bombay, 16th August, 1869.

BLACKWOOD & Co.'s

SUPERIOR WRITING INKS.

In stone bottles with spouts for convenience of pouring out

Pints, per bottle,.....	16 Annas.	Per doz.....	Rs. 6 0
Quarts „ „	1 Rupee.	„ „	„ 10 0

COPYING INK.

Pints, per bottle,.....	1 Rupee.	Per doz.....	Rs. 12 0
Quarts „ „	1-12 „	„ „	„ 20 0

BRIGHT RUBIAN RED INK.

Half pint stone bottles each 1 Rupee Per doz.....Rs. 10 0

Dealers supplied.

SOUNDY & Co., RAMPART ROW.

In the matter of Act 28 of 1865, and of the Estates of BHUGWANDASS PURSHOTUMDASS and PRANJEEWANDASS TOOLSEYDASS.

A SECOND and FINAL DIVIDEND is now payable on all admitted claims as follows :—

½ (half) per cent. on the separate Estate of Bhugwandass Purshotumdass.

1½ (one and a half) per cent. on the separate Estate of Pranjeewandass Toolseydass ; and

16 (sixteen) per cent. on the joint Estate of Bhugwandass Purshotumdass, and Pranjeewandass Toolseydass, lately trading under the name of Purshotumdass Heerachund.

MICHAEL R. DE QUADROS, Sole Trustee.

Bruce Lane, Bombay, 16th August, 1869.

TO BE LET, a HOUSE situated in No. 4, Nesbit Lane, Fort, now thoroughly repaired and painted, suitable either for Office or Dwelling. Apply to Messrs. BYRAMJEE and MERWANJEE.

FOR SALE, at the Godowns of the undersigned :—CUNLIFFE DOBSON & Co.'s

Champagne, Quarts.....		Rs. 40 per doz.
Do. Pints		„ 20 „
Moselle, Quarts		„ 42 „
Brandy „		„ 30 „
Sherry „		„ 25 „
Claret „		„ 23 „

REMINGTON & Co.

NOTICES.

ADDIS' PATENT CART.—The undersigned having been appointed sole Agent for the above Patent, all applications for supply thereof, and information connected therewith, to be directed to Mr. FELIX KLINGELHOEFER, Tanna.

Tanna, 15th January 1869.

FRASER and MILLER, Engineers, Boiler Makers, General and Ship Smiths, Iron and Brass Founders, Carnac Iron Works, Bombay, Manufacturers of Iron Girders, Tanks, &c.

Estimates given for all kinds of Iron Work.

F. and M. are in a position to execute orders from England on very favourable terms.

Bombay, 16th July, 1869.

NOTICES.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE.—For the convenience of VISITORS to POONA during the ensuing Holidays and Races, ordinary RETURN TICKETS, issued on and after FRIDAY next the 13th instant, until the end of September next, will be available for return within seven days from the date of issue.

HENRY CONDER,
Bombay, 12th August, 1869. General Traffic Manager.

THE UNDERSIGNED begs respectfully to announce to the LADIES and GENTLEMEN of BOMBAY that he has OPENED a SHOP, at No. 5, Kalbadavie Road, for the sale, at moderate prices, of Surat WORKING BOXES in great variety, Chessmen, sets of English Alphabets, Toys, all made of Ivory, Ebony and Sandalwood, nicely engraved and beautifully ornamented, worth sending Home as presents. He has a branch shop at Surat near the Buxy's Duria Mahal.

FRAMJEE PESTONJEE.

Bombay, 20th July, 1869.

THE PRINCE of WALES PRESS COMPANY, Limited,—NOTICE is hereby given, that a DIVIDEND of Rs. 350 per share for the half-year ending 30th June, 1869, will be PAYABLE on and after WEDNESDAY, the 11th instant, to the Shareholders in the Company, on the Register on the 30th June last, on production of Share Certificates, at the office of the undersigned.

By order of the Directors,
SIR CHARLES FORBES & Co.,
Secretaries and Treasurers.

Bombay, 6th August, 1869.

NOTICE.—EASTERN INSURANCE COMPANY, in Liquidation.—A MEETING of Shareholders of the Eastern Insurance Company will be held at the office of the London, Asiatic, and American Company, Limited, on WEDNESDAY, the 1st September 1869, at 3 o'clock P.M., for the purpose of receiving the Accounts of the Company up to 30th June, 1869.

A. E. ASHLEY,
HEERJEE JEHANGEER,
Liquidators Eastern Insurance Company.

Bombay, 14th August, 1869.

NOTICE.—EASTERN INSURANCE COMPANY, in Liquidation.—A SEVENTH and FINAL DISTRIBUTION of the assets of the above Company, at the rate of Rupees Twenty-six per share, will be PAYABLE to the Shareholders on and after WEDNESDAY, the 1st September, 1869, on application to the undersigned, at the Office of the London, Asiatic, and American Company, Limited, between the hours of 11 A.M. and 3 P.M.

Share Certificates must be produced at the time of application.

A. E. ASHLEY,
HEERJEE JEHANGEER,
Liquidators Eastern Insurance Company.

Bombay, 14th August, 1869.

BOMBAY PRESIDENCY BANK, LIMITED (In Liquidation.)—NOTICE is hereby given, that a FOURTH DISTRIBUTION, at the rate of Rs. 4 per share, will be payable to Shareholders, at the Registered Office of the Bank in Medow Street, on MONDAY, the 26th instant, between the hours of 11 A.M. and 3 P.M., and on every following Monday during the same hours.

The TRANSFER BOOKS of the Bank will be finally CLOSED from Thursday, the 15th instant.

PESTONJEE NOWROJEE POCHAJEE,
DOSSABHOY FRAMJEE MANCKJEE
NOWROJEE MANOCKJEE WADIA, } Liquidators.

Bombay, 8th July, 1869.

THE UNION BANK OF BOMBAY, Limited, (in Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the Shareholders of the above Company will be held at the Registered Office of the Company, No. 6 Rampart Row, at 3 P.M., on WEDNESDAY, the 18th day of August instant, for the following purposes :—

1st.—To receive a Statement of the progress of the liquidation.

2nd.—To appoint a Liquidator in the room of James Greenwood, Esquire, resigned.

3rd.—To consider such other business as the Liquidator may bring before the Meeting.

SORABJEE TAMOOLJEE, Liquidator.

Bombay, 6 Rampart Row, 3rd August, 1869.

NOTICE.—The undermentioned Banks will be closed on FRIDAY and SATURDAY, the 20th and 21st August, for the COCOANUT HOLIDAY :—

For the Oriental Bank Corporation,
F. P. MOIR, Agent.

For the Chartered Mercantile Bank of I. L. and China,
ROBT. CAMPBELL, Agent.

For the Chartered Bank of India, Australia, and China,
JAMES DOUGLAS, Agent.

For the Comptoir D'Escompte de Paris,
C. FOURNEL, for Manager.

For the National Bank of India (Limited),
JAMES WINDRAM, Manager

For the Agra Bank (Limited),
EDWARD MORRISS, Manager.

For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 12th August, 1869.

WENHAM LAKE ICE COMPANY, No. 9, MARINE STREET.

WE beg to call particular attention to the following announcement :—

1st. To our stock of Ice stored up at present, Three Thousand and five hundred Tons.

2nd. Shipments on the way.

Name of Vessel.	Date of Sailing.	Tons Shipped.
Saint Albans	July 10th	1483

3rd. Prices of Ice.—As regards the price of Ice, we are not bound to any particular tariff. Large buyers will always have an advantage over small ones. Steam Ship Companies, Transports, out-station Ice Depots, will find it to their advantage to communicate with us.

4th. Advantages offered to regular constituents or Book Customers.—We issue Pass Books, which are a great convenience, and serve to insure against fraud. In addition to convenience and protection against fraud, book customers as well as regular out-station constituents have a great advantage in being sure of supplies of Ice at all times at not above one anna per pound, or at less than an anna if our tariff is temporarily lowered. There is often a scarcity of Ice in Bombay. In times of scarcity, if we have reason to suppose that our supply will not be sufficient for the entire public, we shall only sell (except in cases where Ice is required for illness) to our book customers here and at out-stations. Even if we had sufficient supplies of Ice for all consumers here and at out-stations, we should feel justified in raising our price to all save book customers.

With a safe supply of Ice at present, even if one or more vessels are lost at sea, and with the advantages we offer regular book customers here regular constituents at out-stations, Steam Ship Companies, Transports, &c., we trust the Wenham Lake Ice Company will meet with a continuance of the public patronage which has been given to it since its inauguration, and which we are most happy to say has daily increased.

FARNHAM & Co.

KEROSINE OIL STREET LIGHTING.—It is now some two years or more since we first called the attention of the Municipalities and the Public to the great advantages Kerosine Oil offered to any oil extant or gas for street lighting, or for any out-door lighting where a lamp is required that neither wind nor rain can put out, for lighting Railway Stations, Factories, Verandahs, &c., &c. The demand for our lamps has steadily increased from month to month, and frequently we have not had sufficient in hand to meet indents on us. We are now, however, in a position to meet all demands for these lamps, having in Godown at present a large stock of Victoria and Washington Street Lamps, as also a stock of the internal parts of these Street Lamps, which can be used in any ordinary street lantern. We have on the way consignments of the same kind of lamps, also consignments of their "internal parts."

The advantages of our Lamps for Street, Railway, Garden, and Verandah lighting, &c., are enhanced—

1st. By their cheapness. There is no lamp offered for sale in India that is so cheap; and we make the most liberal discount to large buyers.

2nd. The cheapness of Kerosine Oil. It is cheaper than Cocoanut or Castor Oil, and is, of course, very much cheaper than gas.

FARNHAM & Co.

TOBACCO.—We beg to call special attention to our stock of Tobacco in hand at present; we have in our Godowns ample supplies of Golden Orange Honey Dew, ½ lb. lump Tobacco.

We have also very large supplies of Virginia Plum, ½ lbs., Nation's Pride ½ lbs., Braggs ½ lbs.

Prices of Tobacco.—We beg to call particular attention to—

Golden Orange Honey Dew,

1 to 5 lbs.	Rs. 1	8 per lb.	20 lb. boxes	Rs. 20 only.
Virginia Plum, 1 to 5 lbs.	1 0	„	„	15 „
Braggs', 1 to 5 lbs.....	0 12	„	„	12 „
Nation's Pride, 1 to 5 lbs.	0 12	„	„	12 „

In addition to the foregoing, we have a small quantity of Natural Leaf Tobacco at Rs. 2 per lb.

FARNHAM & Co.

SUNDRY ARTICLES of American Import for Sale at our Godowns, or at the Wenham Lake Ice delivery room, No. 9 Marine Street.

900 Ash oars 9 to 18 feet long.		
100 barrels Nax, Bread, 8,000 lbs.		Rs. 18 per cwt.
Platform Scales, weighing 1,200 lbs.		„ 100 each.
Do. „ 800 „		„ 90 „
Do. „ 400 „		„ 80 „
Vibrating Axle Scale		„ 250 „
American Union Scales.....		„ 30 „
Cheap Tea Scales, 8 lbs.		„ 12 „
Do. 4 „		„ 8 „
Post-office Scales, ½ oz.		„ 8 „
Preserved Lobsters, 1 lb. tins		„ 6 per doz
Do. Oysters, „		„ 6 „
Do. Tomatoes, „		„ 6 „
Condensed Milk.....		„ 12 „
Fresh Butter, 5 lb. jars.....		„ 4 each.
American Cheese.....		„ 1 per lb.

FARNHAM & Co.

THOMAS D. MARSHALL'S LADIES' BOOTS, beautifully made and moderate in price. Prepared Kid Walking Boots, Elastic or Button, Fancy Toes, Military Heels, 16s. 6d. New designs in Enamelled or Glove Kid, for Croquet or Promenade, 21s. Elastic Horse Boots, soft mock Kid or Satinette, 5s. 6d. A single pair free to India by sample post, on receipt of paper pattern of sole, and remittance of price with one shilling additional. Catalogues post free. Remittances to be crossed "Bank of England."

THOMAS D. MARSHALL,
192, Oxford Street, London, W.

HEAL and SONS.
IRON AND BRASS BEDSTEADS,
for all parts of the world.
SOLID MAHOGANY
BED ROOM FURNITURE,
Entirely free from Veneer, very suitable for extreme climates.
HORSEHAIR AND SPRING MATTRESSES,
and every Description of Bedding for India and the Colonies.
ILLUSTRATED CATLOGUE,
Of the above goods sent free by post to every part of the world to which there is Book Post.
HEAL AND SON.
196, 197, and 198, Tottenham Court Road, London, W.
. Remittances and Orders must be made payable in London.

PICKLES, SAUCES, JAMS, &c., FREE FROM ADULTERATION,
MANUFACTURED BY
CROSSE AND BLACKWELL,
Purveyors to the Queen,
SOHO SQUARE, LONDON.
CROSSE & BLACKWELL'S
well known Manufactures are obtainable from every respectable Provision Dealer in the World.
Purchasers should see that they are supplied with C. and B.'s genuine goods, and that inferior articles are not substituted for them.
To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at
HER MAJESTY'S TABLE.
C. and B. are Agents for Lea and Perrins' Celebrated Worcestershire Sauce, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

NOTICES.

SPECIAL NOTICE.

MONSOON WATERPROOF SUITS.—Messrs. BADHAM & Co. have received a large supply of the best make, consisting of

Coats—Leggins—Caps, ventilated.

Messrs. BADHAM and COMPANY,
HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

			Rs.	Rs.
BADHAM'S	Fine Bro. Cotton Socks, per dozen.....		12	to 21
BADHAM'S	Superfine do. do.		18	„ 21
BADHAM'S	Balbriggan embossed Silk.....		25	
BADHAM'S	Fine Striped and Fancy.....		14	„ 20
BADHAM'S	Mixed Silk and Cotton.....		25	
BADHAM'S	Superfine Grey and Mixed Merino.....		13	„ 18½
BADHAM'S	Extra Superfine do. Mixed Striped.....		21	„ 24
BADHAM'S	Lisle Thread ½ Hose.....		20	
BADHAM'S	Do. do. Fancy Striped.....		23	
BADHAM'S	Fancy and Striped Silk Socks.....		25	„ 45
BADHAM'S	Ribbed Knickerbocker Stockings for Shikaring, &c., per pair.....		3	„ 6
BADHAM'S	Celebrated India Gauze Under Vests		4½	
BADHAM'S	Silk and Wool Pants		6	„ 8
BADHAM'S	Bathing Drawers, Plain and Fancy Striped.....		2½	

SHIRT DEPARTMENT.

BADHAM'S	Wove Flax or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains.....	8½
BADHAM'S	Spun Silk, all colours and new patterns.	12½
BADHAM'S	Wove Flannel and Printed Shirts.....	10
BADHAM'S	Silk and Wool Indispensible.....	10½
BADHAM'S	French Printed Shirts.....	60 to 70
BADHAM'S	Long Cloth Shirts.....	45
BADHAM'S	Cambric Linen Fronts and Cuffs.....	55 „ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts ..... each.	7 „ 30

SCARF AND TIE DEPARTMENT.

		Rs.	as.
BADHAM'S SCARFS and TIES.	The Zoo	3	0
	The Rotton Row	3	0
	The Bond Street.....	3	0
	The Latest Novelty	3	0
	The O. K. Thing	3	0
	The Baden Baden	3	0
	The Harrogate	3	0

TRAVELLING DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended	20 to 32	
BADHAM'S	Solid leather Portmanteaus.....	50	to 70
BADHAM'S	Railway do.	16	„ 30
BADHAM'S	Courier Bags.....	5	„ 12½
BADHAM'S	Real Morocco Courier Bags.....	10	„ 16
BADHAM'S	Clothes Bags.....	5	„ 6½
BADHAM'S	Whitney Rugs	12	„ 30
BADHAM'S	Scotch Plaids	13	„ 34
BADHAM'S	Red Blankets ..... per pair ..	25	

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.

			Rs. as.
BADHAM'S NAPLES FELTS.	Falkland Eglington Jerome Cantab Isis Derby Worthing Brighton	Drab latest shape..... Tall..... Drab and Black	10 0 7 8
BADHAM'S DRESS HATS.	Falkland Eglington	The new shape..... Extra quality	14 0
	Lincoln and Bennetts		16 0

COLLAR DEPARTMENT.

		Rs.	as.
BADHAM'S	Pall Mall..... per doz.	7	0
BADHAM'S	„ with Tie	7	8
BADHAM'S	Belgium	7	0
BADHAM'S	„ with Tie	7	8
BADHAM'S	Shakespeare	7	0
BADHAM'S	„ with Tie	7	8
BADHAM'S	Regent.....	7	0
BADHAM'S	Indian.....	7	0
BADHAM'S	West End improved	7	0
BADHAM'S BRACES AND BELTS.	Guyot's French Brace.....	8	0
	Ex Long India Rubber	3	0
	United Service.....	3	0
	Briddle Leather Belts	3	0
	Patent do. do.	3	0

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MARKET steady with inquiry only for Mazagons at the quoted rate.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.ct	Agra Bank	par.
22,000	1,000	all	3 p.ct.	Bank of Bengal	1675
10,000	500	all	6 p.ct.	Ditto of Bombay New	680
10,000	500	100	Do.	Ditto 2nd Res. Issue	180
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,620
20,000	250	all	6 p.ct.	Chartered Mercantile Bk. of I. L. & China	355
40,000	200	all	6 do.	Chartered Bk. of I. & C.	210
13,500	500	250	8 do.	Delhi and London	260
37,698	250	125	8 do.	National Bank of India	143
60,000	250	all	12 do.	Oriental Bank	475

LAND COMPANIES.

4,630	3,000	all	Rs. 65	Colaba Land Co	1,630
10,800	1,000	all	Rs. 30	Elph'st'ne Land	1,005
10,800	1,000	650	,,13-14	Do. New	655
8,000	150	all	Nil	Prem Land & Per Co. Ld	275
2,000	5,000	4,100	Nil	Mazagon Land	1,230*
5,000	2,000	1,900	Nil	Port Canning	290

* For cash.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co	875
500	2,500	all	80	Alliance Spinning	1,725
100	5,500	all	...	Bombay	2,900
200	1,000	all	10 p.c.	Bombay United	790
800	500	all	12 p.c.	Broach Mills	265
300	5,000	all	...	Coorla Spinning	1,725
750	2,000	all	300	Great Eastern	1,510
2,500	1,000	all	50	Manockji Petit's	720
800	2,500	all	...	Oriental	1,335
600	2,500	2,300	...	Royal	1,400

MISCELLANEOUS.

1,000	2,500	1,500	...	Bombay Burmah Trading Corporation	90
4,000	50	all	5	Mechanics' B'd'g's Co	33
850	2,000	300	9	Kurrachee Landing and Shipping Company	190
2,000	500	all	Nil	Treacher & Co.	235

BANKS IN LIQUIDATION.

		Date of L'dation.		
500	50	Jan. '36	Bank of Bombay	55
25	135	...	Do. China	3–3½
200	35	Sept. '67	B'bay Trdg & B'kg	6
200	49	Sept. '67	Brokers' Bank	15
250	...	Mar. '66	Central Bank	6
...	...	...	East India Bank's	15–16
200	10	Feb. '67	Indian Peninsula	6
200	63	May '67	Royal Bank	12
130	66	Apr. '67	Old Financial	8

COMPANIES IN LIQUIDATION.

5,200	1,750	Nov. '66	Back Bay Co.	540
3,500	2,400	...	B'bay & Bengal S. S.	100

BANK OF BOMBAY.

Government Securities	5 per cent.
Mercantile Bills	7 per cent.

CALCUTTA.—11TH AUGUST, 1869.

The following transactions were reported to-day :—

In Government Securities—

4 per cents., about a lakh and half, to different parties, at Rs. 94-6 and 94-8, or 5-10 and 5-8 discount, and small amounts at Rs. 94-8 to 94-10, or 5-8 to 5-6 discount.

5½ per cents., a good amount, at Rs. 112-8 for cash, and 2 lakhs at Rs. 13-9 clear of brokerage, payment by bills of Exchange.

In shares—

Bank of Bengal shares at Rs. 1,875.

Bonded Warehouse Association shares, a good number, rate not stated.

India General Steam Navigation Co.'s shares, at Rs. 440, and 450 for cash.

Port Canning Land Investment, &c., Co.'s shares, 2? at Rs. 280 each, and several small lots of 10 to 3 shares at Rs. 290 and 292½.—*Englishman.*

BANK RETURNS.

NEW BANK OF BOMBAY, LIMITED.

Statement of the affairs of the Bank, on 14th August, 1869.

LIABILITIES.	Rs.
Proprietors' Capital paid up	50,00,000
Subscriptions on account of new Capital	6,50,500
General Treasury Balance	63,55,759
Deposits at Head Office	1,68,77,588
Deposits at Branches	15,90,802
Bank Post Bills outstanding	48,243
Reserve	1,28,616
Undrawn Cash Credits	2,05,869
	Rs. 3,08,97,409

ASSETS	
Government Securities	68,48,925
Loans at Head Office and Branches on Govt. Securities,	4,09,180
Bullion, Goods and Metals	8,32,691
Credit Accounts at do. on Govt. Securities	52,92,933
Bills Discounted and purchased at do.	4,47,409
Dead Stock	7,840
Stamps	6,65,252
Balances with Agents & Correspondents	2,583
Overdrafts	23,55,759
Cash	23,55,759
Securities	1,08,72,091
Cash & Currency Notes at Head Office	31,03,629
Do. do. at Branches	5,50,649
Bullion at H. O. and Branches	
	Rs. 3,08,97,409

BANK OF BENGAL.

THE statements of the affairs of the Bank of Bengal for the week ended 10th August, compared with the report for the previous week, yields the following results :—

LIABILITIES.			
Tay. Balance at Hd. Office	Rs.	9,44,063	9 0 increase.
,, Branches	,,	4,20,786	2 0 decrease.
Other Deposits	,,	22,75,449	0 6 decrease.
Bank Post Bills	,,	1,49,980	10 8 decrease.
Sundries	,,	1,89,980	10 8 increase.
ASSETS.			
Govt. Securities	Rs.	2,63,053	12 0 increase.
Loans on do. do.	,,	25,000	0 0 increase.
Accts. of Credit on do.	,,	4,34,452	6 11 decrease.
Mercantile Discounts	,,	2,41,984	4 8 decrease.
Bals. with other Banks	,,	1,75,091	13 10 decrease.
Sundries	,,	2,97,772	6 7 decrease.
Cash, &c., at Hd. Office	,,	11,52,281	13 2 decrease.
,, Branches	,,	4,02,132	0 2 increase.

MILITARY.

ARRIVALS.—AUGUST 16.

Walter de Winton, Lieutenant Van, 40th Regiment, on duty, from Deesa.

Davison, Lieutenant Colonel, Staff Corps, on medical certificate, from Poona.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 14th August, 1869.

With reference to G. O. C. No. 276, 17th March last, Lieutenant A. L. McNair, 2nd Squadron Officer, 1st Sind Horse, was specially appointed to officiate as Adjutant, in addition to his other duties.

The appointment of Captain Stevens, officiating 2nd in Command, 2nd Sind Horse, to perform the duties of 2nd Squadron Officer in addition to his own duties, confirmed in G. O. C. No. 636, 17th July, 1869, is to have effect from the 2nd June 1869.

The Commander-in-Chief is pleased to make the following appointment :—

Poorundhur Sanitarium.—Assistant Surgeon F. A. Turton, M. D. to the medical charge, vice Assistant Surgeon Elliott proceeded on medical certificate to Europe.

The following Orders are confirmed :—

2nd Battalion 1st Foot.—Regimental order, dated 27th July, 1869, appointing the following Officers to act as Committee of Paymastership :—

President—Major G. Rowland.

Members—Captain St. George Gaye and Captain W. G. Brown.

Captain St. George Gaye to perform the duties of Paymaster on the responsibility of the Committee.

Poona Horse.—Regimental order dated 4th August 1869, directing Lieutenant H. H. D. Owen, 3rd Squadron Officer, to officiate as Second Squadron Officer ; Lieutenant J. Phillips, 1st Squadron Subaltern, as 3rd Squadron Officer ; Lieutenant C. M. Erskine, 2nd Squadron Subaltern, as 1st Squadron Subaltern, and Lieutenant C. A. Owen as Second Squadron Subaltern, in succession to Captain Stevenson, officiating as Second in Command.

The undermentioned Officer has obtained leave of absence subject to confirmation by His Excellency the Commander-in-Chief in India.

86th Foot.—Assistant Surgeon R. A. Elliott, to proceed to England, via Egypt, for the purpose of appearing before a medical board.

This Officer is not available for duty with troops, and will, on arrival, report himself to the Adjutant General Horse Guards.

The undermentioned Officers have obtained leave of absence :—

1st Battalion, 8th Foot.—Captain C. Williams, for 30 days from date of departure, to proceed to Bombay, on medical certificate, preparatory to obtaining a final certificate to Europe.

Staff Corps.—Lieutenant Colonel G. Davison, for 30 days from date of departure, to proceed to Bombay, on medical certificate to Europe.

1st Battalion, 21st Foot.—Captain H. J. Edgell, from 8th to 17th August 1869, in extension to remain at Ghizree on medical certificate.

SHIPPING.

DAILY FREIGHT REPORT—16TH AUGUST.

London	Cotton	£1 15s. 0d. Nominal per ton.
	Cases	£1 15s. 0d. to £2 0s. 0d. ,,
	Seeds	£1 2s. 6d. to £1 5s. 0d. ,,
Liverpool	Iron Ships Cotton	£1 12s. 6d. to £1 15s. 0d. ,,
	Wooden Ships ,,	£1 10s. 0d. to £1 15s. 0d. ,,
	Myrabolns & Coir bds	£0 10s. 0d. to £0 12s. 6d.
	Seeds	£0 17s. 6d. to £1 0s. 0d.
Havre	Cotton	£2 0s. 0d. Nominal.
	Coffee	Nominal
Overland	Steamers	£3 15s. 0d. to £4 0s. 0d.
China	Steamer Cotton	Rs. 10 per bale.
	,, Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal.
Calcutta	Salt	Rs. 2 8 0 to 2 12 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVAL.

Aug	Vessel.	Commander.	From.
16	Contest	Russell	Glasgow, May 18.

DEPARTURE.

Aug.	Vessel.	Commander.	Destination.
16	City of Canton	Tannock	London via Cochin.

CALCUTTA.

ARRIVAL.

Aug. 11 River Clyde ..... McVicar ..... London, May 6.

DEPARTURE.

Aug. 11 Proserpine (s) ..... —

MADRAS.

ARRIVAL.

Aug. 8 M. A. Evans ..... Davies ..... Negapatam.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, Latitude 18° 53′ 30″ N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea 32 feet.

Mean daily values derived from 24 hourly observations on August 14.

Barometer, corrected to 32 deg. Fah	.773	inches.
Temperature of the Air	80°8	,,
Wet Bulb Thermometer	77°6	,,
Dew Point	76°4	,,
Relative Humidity of Air	89	,,
Extent of cloudy sky (the whole sky clouded=8)	6·2	,,
Maximum temperature of air (read at 9-30 A.M.) on following days	85°4	,,
Minimum do. do.	76°2	,,
Gen. Direction of Wind	SE, ESE, SSE, SSW, SW, WSW, NNE.	
Movement in 24 hours	274	miles.
Rain Gauge 4½ feet above the ground	0·15	inches
Fall of Rain during the week	1·22	,,
Registered between 1st Jan. and 18th August	51·09	,,
Total Fall of Rain between 1st Jan. and 15th Aug.	52·31	,,

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packet, will be closed on TUESDAY, the 17th Aug., at 2 P.M. ; the after-packet at 3 P.M. After-packet letters will not be forwarded unless an 8-anna Stamp is affixed to the letter in addition to the postage. Registered letters will be received until 1 P.M. The latest hour for posting at the several Branch Post Offices is 1 P.M.

The dates of departure of the Overland Mails from Bombay during 1869 are fixed as follows :—

Tuesday	Aug. 17	Saturday	Sept. 25
,,	,, 24	,,	Oct. 2
,,	,, 31	,,	,, 9
,,	Sept. 7	,,	,, 16
,,	,, 14	,,	,, 23
		,,	,, 30

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on FRIDAY, the 20th Aug., at 9 A.M. A packet for late letters will be kept open on payment of the usual fee until 10 A.M. Registered letters will be received until 6 P.M. of the previous day.

Friday	Aug. 20	Friday	Oct. 1
,,	Sept. 3	,,	,, 15
,,	,, 17	,,	,, 29

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamers will be closed at 9 A.M. on the following dates ; the regulations regarding late and registered letters being the same as those for the China Mail :—

Friday	Sept. 3	Friday	Nov. 26
,,	Oct. 1	,,	Dec. 24
,,	,, 29		

MAIL BETWEEN CALCUTTA, THE STRAITS, AND HONGKONG.

Under arrangements made with the owners of the Opium Steamers, which will ply monthly between Calcutta, the Straits, and Hongkong, these Steamers will in future be closed as Indian Mail Packet, and that Letters, Newspapers, and Packets of Newspapers, Books, or Patterns will be forwarded by them from Calcutta for the Straits and Hongkong under the same conditions, and at the same rates, as similar articles forwarded by British Mail Packets [Peninsular and Oriental Company]. This arrangement will commence with the first Opium Steamer which leaves Calcutta in April.

These Steamers leave Calcutta about 12 days more or less after each Government Opium Sale ; the advertised dates of the Opium Sales for the current year (1869) being as follows :—

August 9th.	November 5th.
September 9th.	December 6th.
October 4th.	

Mails for the United States of America, via Hongkong, can be forwarded by these Steamers at the same rates and under the same conditions as by British Packets.

The Opium Steamers proceed from Calcutta direct to the Straits and thence to Hongkong, and the time of transit from Calcutta to Hongkong is only about 15 days, that is about 7 days less than the time taken by the British Packets [Peninsular and Oriental Company], which proceed by the more circuitous route of Madras and Galle.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

FATHERS.—August 15th, at the European General Hospital, Frederick William Fathers, Inspector G. I. P. Railway, deeply regretted.

BENGAL.

BIRTH.

COCKBURN.—August 5th, at Sylhet, the wife of F. J. Cockburn, Esq., C.S., of a daughter.

DEATH.

SAUNDERS.—August 12th, at Fort William, Louisa Mabel, daughter of Captain and Mrs. Henry Saunders, aged 6 months and 24 days.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see the "BOMBAY GAZETTE" OVERLAND SUMMARY.

Rs. as.

Price, per Copy 0 4

Annual Subscription 12 0

REPORT OF THE BOMBAY BANK COMMISSION.

FOR SALE, at the "Bombay Gazette" Press, and also by Messrs. Chesson and Woodhall, a re-print of the REPORT of the BOMBAY BANK COMMISSION. Price Rs. 1.

"Bombay Gazette" Office, August, 1869.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

TUESDAY, AUGUST 17, 1869.

A NUMBER of official despatches on Railway extension in India have recently made many Indian newspapers appear like small blue books. The despatches are, of course, very important as specimens of a Government thinking aloud—we are far from wishing to deny their importance ; but they are long, elaborate, what is called "exhaustive," as befits State-papers ; and, unfortunately, they are also somewhat dull reading. A Secretary of State in Council requires pabulum of this bulk and aridity ; and is not satisfied with a concise statement of conclusions. If we may use a singular pronoun to describe a multitude, he loves and feeds on amplitudes of printed paper, and, as a consequence, suffers vastly from the plague of iteration and re-iteration. We are afraid that much writing, much solemn thinking aloud, is a necessity of Government, for there must be a record ; but a great deal might be saved if everyone did not resolve to have his "say" on every great and little public question. We published many days ago a document from the pen of Sir John Lawrence which contains the essence of the discussion, so far as it relates to the principles on which future railways should be constructed. The subsequent despatches only give an ampler form to the speculations of the late Viceroy, and it is not needful to repeat them at length ; we need but re-produce that part of the despatch from the Supreme Government setting forth the projects which it thought expedient to recommend. But as to the principles of railway construction the public will be satisfied to learn what they are without having to yawn over a furlong of print.

The truth is that the essential conclusions adopted by the Government have been long discounted. It has been known for months that the State intended to make most of the future railways ; that the guarantee system had burnt itself out ; that where it might be still adhered to the Government would take care to indue itself with ample powers of supervision and control ; that stringent measures would be adopted to secure economy in cost ; that existing companies would be more closely looked after ; and that, practically, the State would become, as far as possible, the direct head of the Indian railway system. There has also been for some time a tendency to introduce a break of gauge, and the Government has now finally resolved to incur the responsibility of its adoption. These propositions are confirmed by the long Government despatches, and confirmed, as we said, by that amptitude of reasoning which is the ceremonial garment clothing the essential facts in a State-paper. The conclusions, long delayed, chiefly because Sir John Lawrence preferred irrigation, are so sound that the public, which had almost instinctively adopted them, learnt with relief that they had at length become "official." The companies and company-makers will certainly not rejoice, but

"The old order changeth giving place to new"

and good policy sanctions the new order. The companies, though costly, have conferred great benefits on India, and the public ought to be proportionately greatful. There are still some "fresh fields and pastures new" reserved for their enterprise ; but the State, in future, intends to be Railway King.

Nor is there any novelty in the main projects which receive the smiles of official favour. The priority of construction will certainly be given to the great arterial lines. The Ganges-Jumna system will be filled in by connecting Agra, Ajmere, the salt districts, and Delhi, while the ways on the other side of the great river will be pushed forward, not before it was required. The grand trunk line from Calcutta to Peshawur will be completed, and, through Lahore, the North West and the frontier will be placed in unbroken communication with Kurrachee by a road from Mooltan to Sukkur. South of Delhi and Ajmere, while the Government considers communication with Bombay essential, it is dubious concerning routes, and cannot decide whether the road should go by the west or the east of the Aravalli chain. But the leaning if not decisive, is strong—towards a diagonal road connecting Ajmere with Indore, and Indore with Khundwa. The only compensation for the out-of-the-way route west of the Aravalli hills is the suggested railway to Khundwa. One or the other direct road from Delhi *via* Baroda to Bombay must be made, and there is no reason to believe that any Government is or can be blind to its importance. Coming further south, we have the Veerumgaum line omitted by Sir John Lawrence, at length conceded, with more distant prospects of a Kattywar trunk line. The Dhoond and Munmar project, which will complete direct through communication, will be made, but we trust—*not* with break of gauge. For the Southern Mahratta Country a separate net work is promised, with an outlet in Carwar ; while the wants of Madras and the Coast on that side are duly attended to. On the whole the review of the Indian railway system of the future is worthy of the able men at the head of the State ; at the same time it will be seen that the main schemes are those long familiar to the public.

The point upon which we have the greatest doubt is the proposed break of gauge. In England, because it has seriously diminished the practical value of the aggregate rolling stock, the break of gauge has caused immense inconvenience and heavy cost. Great care will be required in its application to India. While, for instance, we can admit the propriety of a narrow gauge in the Southern Mahratta Country, because the system there may be made more or less complete within itself, and also sufficiently extensive to pay, we cannot imagine, even, the reasons which support the proposal for a break of guage on the projected line from Dhoond to Munmar. The object of that link is to secure continuity, then why break the continuity ? It is said that troops can be easily transhipped, but are guns, ammunition, stores, more easily transhipped than merchandize or raw material ? We cannot but think that the very object of the link will be sacrificed by breaking the gauge. No saving in outlay on construction would compensate for a delay at a critical moment in a double transfer of guns and military material. It would be as reasonable to break the gauge between Mooltan and Sukkur, between Lahore and Peshawur, between Agra, Ajmere, and Delhi, as between Dhoond and Munmar. In India and elsewhere everything cannot be done in a day, and we had better wait for railways than construct them rapidly to find them a recurring source of vexation and mischief. The proposed line from Koolburgah to Hyderabad, again, is one to which the break of gauge could not be safely applied. It would require a separate rolling stock of limited use. But although we do not like to see two gauges, yet we are constrained to admit that the narrower gauge may be laid down in districts outside the trunk system, provided they are of sufficient length to form a comparatively small system by themselves. All through routes should be of the same gauge.

Government has assumed a great responsibility in undertaking to complete the primary railway system of India ; nevertheless, seeing what experience they have had, what services they can now command ; what authority they can wield, if they please ; the enterprise ought to succeed and will succeed if due care be applied to the organization of the staff, and if due vigour and foresight and tact be shown by the Secretary for Public Works.

THE *Times of India*, in yesterday's issue, has again treated its readers to a rechauffe concerning Grant Medical College. Unfortunately, on this subject, he is apt to appeal to his imagination for his facts. Moreover, on this occasion he indulges in personal reflections which we cannot but regard as unwarrantable ; not less so because they are aimed at an official whose position forbids him to utter any reply. It is not our intention to undertake a defence of the policy pursued in Grant Medical College. The authorities may be right or may be wrong, but it is evident that they conscientiously believe themselves to be in the right. Under such circumstances "personal idiosyncrasies and impracticability of temper" may be with equal justice applied to their opponents, and in one sense rivals, as to themselves.

As far as we understand the position of affairs, it is this. The College authorities are desirous of reorganizing the College and Hospital, on the principle of the Calcutta College and Hospital, while the Medical Department is moving heaven and earth to oppose their measures. Why ? Because it sees that, if the College authorities are successful, a large and important institution would be removed from the domain of the Medical and included in that of the Educational Departmept of the Presidency. The movement in the College had the good wishes of Sir Alexander Grant, and, if we mistake not, the present Director of Public Instruction is far from being opposed to it. Our contemporary may remember that the most successful Medical College in India is that of Bengal, which counts its students by hundreds ; and the authorities of Grant Medical College, believing that much of the success obtained by the Bengal institution lies in its organization, are naturally anxious to follow in its steps, and in this we wish them every success.

The concluding paragraph of our contemporary's article hints that a slight has been shown by the College authorities "to the special wishes of a certain native gentleman noted as a benefactor of the public." We are authorized by the native gentleman in question to state that he labours under no such apprehension, and that he is fully satisfied with the action which the College has taken in the matter of his liberal bequest.

"WHERE will it stop?" was Mr. Carlyle's exclamation when from the stalls of the Opera he witnessed his first ballet. Recent news from Simla provokes the same question. The Native Chiefs have taken to dancing, and, as we all know, ce n'est que le premier *pas* qui coûte. The gentleman who wanted to erect a Casino at Breach Candy was evidently a man not far in advance of his age. He plainly foresaw in the near future a sort of Bombay Vauxhall where the "beauty and fashion" of the native town would disport themselves from dusk to the small hours. The Maharajah of Jeypore finds dancing a grave but not unpleasing recreation,—for as the *Pioneer* informs us he danced at a ball in Jeypore before he ventured to foot it at Simla. But the Gaekwar seems to have found once enough, since, though he danced at his earlier, it is recorded that he "took an interest in the proceedings of the company," not that he danced, at his later ball. This is a great falling off, but we suppose progress must be gradual and subject to ebbs and flows. The *Pioneer's* Simla correspondent says that Jeypore "took the wind out of the sails of the East India Association," but we cannot suppose that so grave a body will sanction the frivolous amusements of the ball room. Tears will bedew the cheeks of that solemn body on reading the description of the light doings of Native Chiefs at Simla and Baroda. Next, they will say, a Rajah will volunteer a comic song, or figure in costume at a Fancy Ball! Nevertheless, dancing in public is a step in the right direction. When shall come to eating and drinking in common?

LIEUTENANT COLONEL J. DAVISON, Bombay Staff Corps, has obtained furlough to Europe for two years, on medical certificate, under rule 15th of the Furlough Regulations of 1868.

WE ("Bangalore Herald") hear from Madras that Mr. Christian, at present Superintendent of the Bangalore Police, is to be made Inspector General of Police for Mysore.

WE ("Mofussilite") regret to hear that cholera has made its appearance amongst the troops at Subathoo ; and though fatal cases have taken place, we hope that the measures adopted will prevent the extension of the disease.

IT is decided, the "Madras Athenæum" hears, that Colonel Woods is to get the Brigade Command of Trichinopoly ; and that Captain T. R. Church will, notwithstanding the objection raised, be appointed acting Superintendent of the Army Clothing Department.

THE "Neilgherry Excelsior" is glad to learn that the serious charge brought against Capt. Boardman, of the Hyderabad Contingent, not having been proved, that gentleman has been discharged from arrest. Our contemporary trusts Sir Salar Jung will see the propriety of restoring Captain Boardman to his appointment.

THE "Englishman" has received some important papers on the Calcutta Port Improvement Trust. The Government of India suggested to the Lieutenant-Governor the repeal of Act X of 1866, and the vesting of all power belonging to the late Port Trust on the local Government In the cold weather a new Act constituting the Permanent Trust will be passed. The powers under the Act repealing Act X ought, in the opinion of the Viceroy, to be strictly limited so as not to extend beyond 30th April 1870, by which time a permanent body should be formed.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 13TH AUGUST, NOON.

Total sales of Cotton	75,000	bales.
,, ,, ,, Surats	25,000	,,
,, Imports of Cotton	24,000	,,
,, ,, ,, Surats	15,000	,,
,, Stock of Cotton	25,000	,,
,, ,, Surats	52,250	,,

Price of Fair Dhollera 10 9/16d.

The Cotton Market opens firm. Prices are advancing.

LONDON, 13TH AUG., APT.

The Liverpool Cotton Market was firm and prices were advancing.

Fair Dhollera 10 9/16d.

The Manchester Market is firm and prices are unchanged.

40s Mule Twist 1s. 5¼d.

LONDON, 12TH AUGUST, APT.

The Liverpool Cotton Market was firm.

Fair Dhollerah 10 9/16d.

The Bank of England Return for the week ending 12th August show the following results :—

Reserve of Notes....£10,875,000 Inc. £375,000

Bills discounted ....£14,500,000 ,, £125,000

Cash .....£15,000,000 (doubtful).

PASSENGERS BY THE ENGLISH MAIL.

THE P. and O. Company's steamer Rangoon, Captain E. J. Baker, will sail to-day for Aden and Suez, with the following passengers :—

For Southampton—Mrs. Fennell, Mr. H. R. Fawett, Mr. and Mrs. Lloyd, Mr. Neave, Mrs. Broad.

For Suez—Captain Lloyd, Mr. J. M. Stewart.

BOMBAY PHILHARMONIC SOCIETY.

IT will be seen from a notice appearing in our advertising columns that the Bombay Philharmonic Society is about to commence its meetings for practice. It is gratifying to know that the Society has already a very fair roll of members. Most of those who have joined the Society are of course non-performing members, but fifty ladies and gentlemen have joined as performing members, and the intimation that the Society is about to commence its practices will doubtless induce many who intend to join no longer to delay sending in their names. Even those who intend to become non-performing members of the Society should also, we think, if merely for the sake of encouragement to the executive, send early intimation to the secretaries. We are glad to hear that His Excellency the Governor has written a very cordial letter, promising every support to the Society and wishing it success. The committee have ordered a lot of music from England, but they have in hand sufficient to keep the performing members occupied meanwhile. For a time Mr. Steinacher will conduct the practices, assisted by Herr Schmuck ; but we believe the committee have written home to Mr. Punnett, who is trying to secure the services of an organist for the Cathedral, asking him to increase his terms, so as to secure a good professional leader for the Society, who could act as organist of the Cathedral as well. In such a dull place as Bombay, where we so seldom have an opportunity of listening to good music, the object of the Philharmonic Society requires no commendation, and we would only impress upon those who intend to join the Society, either as performing or non-performing members, the desirability of their doing so as soon as convenient.

THE PERSIAN CONSUL.

WE understand that His Excellency Mirza Mahomed Ali Khan, the Persian Consul General of Bombay, has resigned his office, owing to ill health, and is about to leave this country for Persia. A correspondent has kindly furnished us with a short notice of his career.

"Mirza Mahomed Ali Khan arrived in Bombay about the year 1859, and during the last ten years has become acquainted with a great many European gentlemen and the principal native inhabitants of the place, with whom he has been very popular ; and he has always been a welcome guest at Government House. The Persian community in this place lose in him a kind friend and adviser ; as they obtained a great many commercial advantages through his instrumentality, especially in inducing them to become owners of steamers for the Persian Gulf trade. It was through his intercession that the Supreme Government were induced to confer the privilege on the Persian merchants of reshipments of Persian opium in the port of Bombay for China by the payment of Rs. 50 on each chest ; whereas formerly the Persian opium had to be forwarded from the Persian Gulf to Singapore, and thence reshipped on the P. and O. steamers for the China market : a process which not only involved great expense and much delay, but the opium had to remain for a considerable time in Bushire until a sufficient quantity accumulated for a steamer to be chartered to take it to Singapore. The Persian opium trade which a few years ago had no existence whatever, now sends to China about 2,000 chests per annum.

"It was the late Mirza Tuckee Khan, the Persian Premier, who first conceived the idea of selecting intelligent Persian youths, and sending them to the different European Courts and to India, the latter especially as being a country having more intimate connection and intercourse with Persia than Europe. Mirza Hassun Khan, the predecessor of Mirza Mahomed Ali Khan, was first selected to fill the office of Consul General in Bombay, but this post was considered more as a school for training the young man in the art of diplomacy ; for after a short experience of three years he was placed in one of the highest political situations as Persian Minister at the Court of Constantinople, and there is no doubt that Mirza Mahomed Ali Khan, having had such a long experience in this country, will be placed, on his arrival in Persia, in one of the highest situations that his sovereign can place him.

"Mirza Mahomed Ali Khan has lately been on a tour throughout India ; he was at Calcutta, where he was welcomed by the Governor General and other high dignitaries, and was visited by numerous native gentry of the place ; and during his short sojourn at Calcutta, Benares, Allahabad, Delhi, Lahore, &c., he was invited to different public meetings, at which he stated the progress Persia has made in civilization during the reign of the present Shah of Persia. He has made copious notes of the mode of administration of the English Government in India, which he will no doubt publish for the enlightenment and benefit of his countrymen.

"When the British India Steam Navigation Company proposed to send their steamers to the Persian Gulf, it was Mirza Mahomed Ali Khan who brought his influence to bear and persuaded the Persan merchants, both in Persia and Bombay, to forward the bulk of their merchandize by those steamers ; and the scheme has succeeded so well, that though the Persians themselves have become owners of steamers, the trade has increased so much, that there is room for more vessels to ply now with advantage to and from the Persian Gulf.

"The Persian merchants at Bombay lose a good friend, and very much regret the departure of Mirza Mahomed Ali Khan, but they still entertain a hope of again seeing him, as the Persian authorities, in accepting his resignation, have expressed a desire that he should after recruiting his health return to Bombay to resume the duties he has conducted for the last ten years to the entire satisfaction of his sovereign and the benefit of his countrymen."

POOTEE GHAZEE.

AN application was made on the 12th inst. by Mr. Branson, before the Hon'ble Justice Phear, to admit Mr. Shepherd—Pootee Ghazee—to bail. Mr. Shepherd, it will be remembered, was charged with having committed dacoity, and with having attempted to rescue a prisoner from custody. The application was made by Mr. Branson on the ground that the case for the defence was that Mr. Shepherd had bought the rice, which the prosecution asserted he had come by through robbery, and that it was necessary, to enable him to defend himself against the charge, for him to be at liberty so as to acquire proof of the fact of his having purchased the rice. Mr. Graham opposed the application, and pointed out that, although a Judge of the High Court was not bound by the Code of Criminal Procedure, the offence of dacoity with which the prisoner was charged, was not under that Code a bailable offence. The Judge in refusing the application ruled that, although as a Judge of the High Court he was not bound by the Code of Criminal Procedure, it would be very anomalous were he, sitting as a Judge to do that within the local limits of the town of Calcutta, which a Judge sitting at Dinapore would be precluded from doing by the strict letter of the law. But besides this ground, the Judge ruled that he was bound to refuse the application, inasmuch as Mr. Shepherd, being a European British subject, had shown a disposition, in attempting the rescue of a prisoner, to resist the officers charged with the execution of the law. Mr. Shepherd will probably be tried at the next Sessions of the High Court.—*Englishman.*

A TRIPLE MURDER.

A MOST atrocious and cold-blooded triple murder has just been reported as having occurred in the Hoshungabad district. It appears that the murderer on some slight provocation from his wife felled her to the ground with a hatchet, and the weapon, glancing off the woman's head, struck one of his children standing by and killed both on the spot. While the wretch was rushing out of the house, another of his children came in his way and this poor innocent shared the fate of the other two victims. We are glad, however, to learn that, though the assassin escaped into the jungle for a few days, he has at length been captured.—*Central India Times.*

THE NATIVE IDEAL.

THE history of the development of a progressive community generally discloses two parallel lines of improvement. The increase of material prosperity is almost always accompanied by an elevation of the national ideal of refinement and comfort. This unfortunately has only been to a small extent the case in India. Since the commencement of our rule every class of society, with the one exception of the officisl class, has acquired increased means of enjoyment of life. The increase of security has been followed by a corresponding increase of wealth among both the agricultural and trading classes. In the case of the peasantry this improved condition may not show itself in many outward and visible signs, and there is no marked difference in the appearance of villages in our territory and in that of the neighbouring tributary and independent states ; but there is unquestionably a hoard of rupees buried in the one which does not exist in the other. There has been indeed, a great material outward improvement in the condition of the peasantry in those states which at the time of our accession to the Sovereignty were exposed to Mahratta misrule and anarchic warfare ; but this state of things must be acknowledged to have been an abnormally bad condition, if contrasted with the habitual state of the people under the settled Mussulman government which preceded it. Still the main proposition is unquestionably true—that the last half century of our rule in India has been a period of marked material progress. Unfortunately it has not resulted in that elevated ideal of life which ought to have been its flower and fruit. The standard of life is as low a it ever was, because the people are weighed down by a stupid conservatism :

"And custom lies upon them with a weight
Heavy as frost and deep almost as life."

Not only does the lowness of their ideal of life limit and dwarf the ethical maxiums on which the duty of each class to those around them is dependant ; it cuts off from the native all the higher enjoyments of life. They have few æsthetic pleasures. Art and nature, which constitute the very life of the depraved Italian peasantry, have no attractions even for an educated native of Hindoostan. A native gentleman may be ever so rich, yet his equipage and household furniture are invariably inferior to and more tasteless than those ordinarily owned by an Uncovenanted Deputy Collector. He may be, and often is, a gourmand, and if belonging to the school of Young Bengal his propensities in the

PREMCHUND ROYCHUND'S TWENTY-FIVE LAKH LOAN.

THE first of the suits by the old Bank of Bombay against the other banks in town whose managers attended the meeting on the 27th April 1866, when the loan of 25 lakhs was granted to Premchund Roychund, came on for hearing in the High Court before Mr. Justice Westropp and Sir Charles Sargent on Saturday—the claim being for Rs. 1,96,620 from the Oriental Bank.

Messrs. Pigot, Scoble, and Green (instructed by Messrs. Rimington, Hore, and Langley) appeared for the plaintiffs, and the Advocate-General, and Messrs. Marriott and McCulloch (instructed by Messrs. Acland, Prentis, and Bishop) for the defence.

Mr. Scoble first read the plaint, which was as follows:—

"(1) The plaintiffs claim Rs. 1,96,620-3-3, money payable by the defendants to the plaintiffs for money paid by the plaintiffs for the defendants at their request, and for money lent and advanced by the plaintiffs to the defendants, and for interest upon money due from the defendants to the plaintiffs, and forborne at interest by the plaintiffs to the defendants at their request, and for money found to be due from the defendants to the plaintiffs on accounts stated between them. (2) In the month of April 1866, one Premchund Roychund applied to the plaintiffs and the defendants and other joint-stock banks carrying on business at Bombay, to lend and advance him a sum of Rs. 25,00,000. The plaintiffs and the defendants and the other banks agreed to advance the said sum in different shares and proportions. The defendants agreed to advance Rs. 2,50,000, part thereof, and the plaintiffs thereupon, at the request of the defendants, advanced and paid the said sum of Rs. 2,50,000 on the account. (3) The plaintiffs have since received, on account of the defendants in respect of the said advance, a sum of Rs. 53,379-12-9, leaving the balance of Rs. 1,96,620-3-3 above claimed still due, as appears by the account hereunto annexed. (4) The plaintiffs claim further interest at ten per cent. per annum till payment."

The learned counsel then read the written statement, which was to the following effect:—

1. The defendants deny they are indebted to the plaintiffs in the amount claimed in the plaint or any part thereof.

2. The defendants say that no agreement was made between the plaintiffs and the defendants and the other banks, nor was the said sum of Rs. 2,50,000 or any part thereof advanced at the request of the defendants, and that whatever money was lent or paid by the plaintiffs to Premchund Roychund was so lent and paid by the plaintiffs on their own account only.

3. The defendants say that in the month of April 1866 the said Premchund Roychund, who was then indebted to the plaintiffs in the sum of rupees three lakhs or thereabouts, and also to various other banks and persons in a very large amount, applied to the plaintiffs for a loan of rupees twenty-five lakhs, and that at the instance of the plaintiffs Mr. Moir, agent of the defendants in Bombay, was invited to attend a meeting of the plaintiffs' directors and of the managers and agents of various other banks in Bombay, to consider the question whether the parties so invited should join in advancing the sum to the said Premchund Roychund—the plaintiffs at that time professing to be unwilling to advance so large a sum Mr. Moir attended the meeting which was adjourned to the following day, the 27th of April 1866, when Mr. Moir assented, upon the terms and subject to the conditions hereinafter stated being first complied with but not otherwise, to advance to the said Premchund Roychund for a period of six calendar months and at ten per cent. per annum interest the sum of Rs. 2,50,000 (part of the sum of Rs. 25,00,000 which he had applied to borrow). The representatives of certain other banks, who were present at the said adjourned meeting, then also assented to advance to the said Premchund Roychund certain other sums of money which, with the amounts of plaintiffs stated they were prepared to advance, would make up the sum of Rs. 25,00,000; and the defendants say that the terms and conditions on which alone their agent assented to advance Rs. 2,50,000 to Premchund Roychund were the following:—That before the defendants should be called upon to advance to Premchund Roychund the sum of Rs. 2,50,000 or any part thereof, Premchund Roychund should deposit with the plaintiffs securities of the value of Rs. 35,00,000 at the least for the due repayment of Rs. 2,50,000 and interest; that the securities should consist of the deposit by Premchund Roychund with the plaintiffs of the title-deeds and documents of, and relating to, certain immoveable property belonging to him, of the value of fifteen lakhs, and also of the deposit by him of jewels of the value of twenty lakhs, and that the plaintiffs should cause such jewels when deposited to be valued by a competent and independent person, and that if on such valuation the jewels so deposited should be found to be of less value than rupees twenty lakhs, the plaintiffs should procure Premchund Roychund to deposit with them other jewels or property of sufficient value to make the jewels and property so deposited to be of the value of Rs. 20,00,000; also that a mortgage or assignment of the immoveable property and of the jewels and other property so to be deposited by Premchund Roychund should be executed by him to Donald Robertson as trustee for and on behalf of the plaintiffs and the said other banks for the purpose of securing the repayment to the plaintiffs, the defendants and the several other banks of the several sums so to be advanced by them respectively to Premchund Roychund, and that mortgage should contain a proviso that in the event of the mortgaged property realizing more than sufficient to repay the sum of 25 lakhs and interest the surplus thereof should be applied in satisfaction of any other debts which at the time of such realisation might be due by Premchund Roychund to the plaintiffs and the defendants, and the other banks respectively, rateably, according to the amounts advanced by them respectively; and, lastly, that the plaintiffs should procure Premchund Roychund, to deliver to Donald Robertson, as trustee aforesaid, a promissory note for the sum of rupees twenty-five lakhs payable on demand to order executed by Premchund Roychund, and also by three sureties, named Roychund Deepchund, Cursondass Madhowdass, and Candass Narrondass;—and it was understood and arranged between the parties present at the said meeting that the plaintiffs should be intrusted with the duty of carrying out the above terms and conditions, and procuring Premchund Roychund to comply with the same.

4. The defendants say that the terms and conditions upon which, and upon which alone, the defendants were prepared to have advanced to Premchund Roychund the sum of Rs. 2,50,000 were never complied with, and the plaintiffs wholly failed to carry out the trust reposed in them by the defendants; and on the contrary the plaintiffs, in their subsequent treatment of the loan of 25 lakhs and their dealings with Premchund Roychund in connection therewith, acted in utter disregard of the arrangement come to between themselves, the defendants, and the said other banks, at the meeting.

5. The defendants say that the plaintiffs did not procure to be deposited with them by Premchud Roychund the title-deeds of immoveable property of the value of 15 lakhs or any thing like that value, and the defendants have recently discovered that the immoveable property (except certain shares of certain property at Coorla), the title-deeds of which were deposited by Premchund Roychund with the plaintiffs, was in September or October valued by Mr. Thomas Crawford, auctioneer of Bombay, at the sum of Rs. 2,19,683, and of such valuation the plaintiffs never informed the defendants, and the defendants further say that the immoveable property, together with the Coorla property, has recently been sold by the plaintiffs for the total sum of Rs. 5,18,390.

6. The defendants further say that the plaintiffs never procured Premchund Roychund to deposit with them jewels or other property of the value of 20 lakhs or anything approaching that value; and the defendants have recently discovered that Premchund Roychund deposited with them some jewels on or about the 28th of April 1866, which were valued by Mr. Thomas Crawford at the sum of Rs. 2,74,292, Premchund Roychund shortly afterwards deposited other jewels with the plaintiffs, which were on the 23rd May 1866 valued by Mr. Thomas Crawford at Rs. 61,255, making together jewels of the value of Rs. 3,35,547 only, and the defendants say that the plaintiffs never informed them of that valuation of the jewels, and the defendants were unaware thereof until after the institution of this suit; and they further say that, although the jewels which Premchund Roychund had so deposited with the plaintiffs, were found, on being valued, to fall so far short of the value of 20 lakhs of rupees, yet the plaintiffs wholly omitted to procure Premchund to deposit with them any further jewels or other property which should make up with the jewels so valued the sum of twenty lakhs of rupees.

7. The defendants further say that the plaintiffs did not procure Premchund Roychund to deliver Donald Robertson such a promissory note as is mentioned in the third paragraph of this written statement, but, on the contrary, the defendants have discovered that the plaintiffs obtained from Premchund Roychund and his sureties, the said Roychund Deepchund, Candass Narrondass, and Cursondass Madhowdass, a promissory note, dated the 27th April 1866 for the sum of twenty-five lakhs, payable to the plaintiffs themselves, not to Donald Robertson, and payable not on demand, but three months after date.

8. The defendants further say that even as regards such immoveable property as was comprised in the title deeds which Premchund Roychund deposited with them, and as regards the jewels, the plaintiffs did not get more deposited, and besides the mortgage was not in Mr. Robertson's name, but that the indentures were in that of the plaintiffs; and the defendants further say that neither of the said indentures contained a proviso of the nature or kind, or to the effect mentioned in the third paragraph of this written statement; and they further submit that, having regard to the powers conferred upon the plaintiffs by their act of incorporation, they, the plaintiffs, could not lawfully become parties to the said first-mentioned indenture of mortgage, and the same was at least of doubtful validity.

9. The defendants further say that they were never applied to, or requested by Premchund Roychund by the plaintiffs to advance the sum of Rs. 2,50,000 or any part thereof to Premchund Roychund, nor so far as the defendants are concerned was any advance made to Premchund Roychund; and the defendants say that they have discovered that the plaintiffs, in making advances to Premchund Roychund upon the promissory note executed by him in favour of the plaintiffs, have taken credit for the sum of 3 lakhs or thereabout (the amount in which Premchund Roychund was in April 1866 indebted to the plaintiffs and that the plaintiffs at various dates between the 27th April 1866, and the 18th September 1866, made payments to or for Premchund Roychund, out of their own monies, or gave him credits in their account with him, and that such payments and credits amounted to the sum of Rs. 2,50,00,000, and the defendants say that the plaintiffs did not, before or at the time of making such payments or giving such credits, consult with the defendants about making such payments or giving such credits; and the defendants say that the plaintiffs, in making the advances and giving credits, acted on their own responsibility.

10. The defendants submit that under the circumstances, they are not and never became liable to pay to the plaintiffs the said sum claimed by them in their plaint or any part thereof.

The Advocate-General, in reply to Mr. Pigot, said he was prepared to propose his issues now. It was one part of his case that the defendants denied having made any request to the plaintiffs to pay the money, and they also denied any understanding that the plaintiffs should pay the money on their behalf. The plaintiffs were to call on them for their quota when the proper time came. Perhaps the better way would be to have a general issue raised on the plaint, and then his learned friend could raise those on the written statement. He apprehended their lordships in this case would only have to settle whether the defendants were liable. Then whether the actual sum due could be ascertained on settling an account; their lordships would not be troubled with the settlement. There would be a reference as to the actual amount due, unless, indeed, parties agreed as to the amount.

The following issues were then framed:—

(1.) Whether the plaintiffs are entitled to recover from the defendants the amount claimed by the plaintiffs or any part thereof?

(2.) Whether the defendants agreed in the manner and form as in the second paragraph of the plaint alleged?

(3.) Whether the plaintiffs, at the request of the defendants, advanced and paid on account of the defendants, the sum mentioned on the second paragraph of the plaint and in the manner and form alleged?

(4.) Whether the plaintiffs have received on account of the defendants in respect of the alleged advances the sum in the third paragraph of the plaint mentioned or any part thereof?

Mr. Pigot then said he did not intend to raise any issue in addition to these four, because he thought they sufficiently covered the whole case.

The Advocate-General remarked that the defendants held that the plaintiff had abandoned the arrangement altogether in taking the matter on their own shoulders, and as that question was a portion of the defence, he might raise an issue, for of course it would rest with the defendants to show that.

Sir Charles Sargent remarked that that would all come to the same thing,—that the plaintiffs did not carry out the arrangement which the defendants said was entered into.

Mr. Westropp said he would leave a page for fresh issue which might be raised in the course of the case, so that any new one might be raised even up to the very last moment.

Mr. Pigot then said—This case, my lords, though one that necessarily attracts a very great deal of interest in consequence of its importance and the nature of the circumstances connected with it, is nevertheless one that requires no great length of statement, because when the case is looked into closely it really lies within a very narrow compass, and if it had not been for the various insinuations that have been made in the written statement it might perhaps have been shorter. I propose to deal with the case in the shortest possible manner, and precisely as if it had been one between two persons regarding a matter of Rs. 2,000;—notwithstanding the nature and importance of the case, I do not propose to trouble your lordships with any unnecessary quantity of the sound of my voice, merely because the case is of considerable importance. I should say, indeed, that the real nature of the case is rather a melancholy one—namely, in so far as it presents an example—if my instructions are right, and the plaintiffs' case turns out true—of what I believe is a flagrant breach of trust on the part of persons from whom a very different course of conduct might have been expected. It will be proved to your lordships that the advances were undoubtedly made in the *bonâ fide* belief that an agreement had been entered into by a number of the most respectable banks of the city on which these advances were to be made by the Bank of Bombay—the Bank of Bombay being the one financing for the rest, and the rest having agreed to bear their share in certain specific proportions—and if that be so, rightly or wrongly, a breach of faith was undoubtedly made. It is true a neglect happened in our not taking from the gentlemen representing these respectable banks—being also gentlemen of personal respectability such as they are—a written, binding, legal document drawn up at the time. It is true we had the misfortune to trust to their words, and it is in respect of that that the case of melancholy importance stands;—we trusted simply to the words of those gentlemen, and a breach of faith has been committed. That is a question which cannot be wiped even should they succeed in inducing the court to believe that for any technical reasons they cannot be made legally liable. Well, now, my lords, the history of the case is extremely short. Premchund Roychund, apprehending difficulties fast coming upon him about April 1866, made an application, first, indirectly, to the Bank of Bombay for assistance to the extent of 25 lakhs, being under the impression, as I believe he will state, that that bank was the only institution in Bombay which could assist him with so large a sum as that which he wanted; but the directors of the Bank of Bombay did not consider themselves justified in even entertaining the proposal of a loan of so great magnitude, and so, wholly irrespective of any question whether Premchund Roychund could or could not secure them in that loan, they at once declined to enter into it. The result of that was that through the interference of friends Premchund Roychund suggested, or somebody suggested for him, that the various other institutions holding rank after the Bank of Bombay in the city should be asked to join in such a loan—a proceeding of very frequent occurrence in the mercantile world as we all know;—and accordingly on 26th April the directors of the Bank of Bombay requested the attendance of the agents of several of these banks for discussion of the question. The first meeting was held in the Bank of Bombay on the afternoon of the 26th, and some of the agents attended. At that meeting nothing particular was done, except this, that they all agreed that the case was one which—(for reasons perhaps in reference partly to themselves individually, though they did not say so then, but at all events with reference to the general question of Premchund's credit and mercantile status in Bombay)—was highly unsatisfactory, and that Premchund should be assisted; but they did not determine to assist him at that time to such an extent as he asked, or to any extent, in fact they did not come to any conclusion at all. At that meeting the agent of the Oriental Bank, Mr. Moir, was present, and it was then arranged that they should not decide the matter then but should have a meeting comprising a greater number of agents of respectable banks, together with the directors of the Bank of Bombay, to determine how much could be given; and accordingly a second meeting was held on the following morning, that of the 27th April, in the bungalow of Mr. Lidderdale at Malabar Hill. Now the whole of the transactions we have to investigate here are those which took place at the meeting that morning. It would appear, my lords, that the gentlemen who came to that meeting came there for the most part, if not all, already determined to extricate Premchund if it were possible; and so there was not any very grat discussion as to the propriety of doing that. They all agreed at once that that was *the* thing to be done, and if I am rightly instructed, the principal point which was discussed, and in which the agent for the defendants, Mr. Moir, took a very active part, was the proportion which the different banks should lend. Well, that was finally settled by the Bank of Bombay agreeing to advance 10 lakhs. At first they had been to advance 10 lakhs, and the other banks 2½ lakhs each, but one of these banks, the Bank of Hindustan, did not think it advisable to lend more than 2 lakhs, and accordingly the Bank of Bombay took on itself the additional half lakh, which completed the 25 lakhs loan. Now that that agreement was then entered into by the different bank agents for the purpose of making an advance, and in the shares I have mentioned is admitted. There is no question between us upon that. The Oriental Bank was to advance 2½ lakhs, the Asiatic, Chartered Mercantile, Comptoir d'Escompte and Commercial Bank were to do the same, and the Bank of of Hindustan was to advance 2 lakhs. It will not be questioned that they agreed to lend the 25 lakhs in the proportion I have mentioned, neither will it be questioned that the arrangement, so far as the actual payment of the mony to Premchund Roychund and extricating him from his difficulty was concerned, was to be made by the Bank of Bombay—which some of the witnesses who have been examined have expressed, and no doubt others will, by the ordinary phrase that the Bank of Bombay was to "finance the thing." Now I will allude to one matter which is of consequence—that is the use of the word "guarantee," which has been incorrectly used, both in the documents and in language.

Mr. Westropp—I do not suppose the Oriental Bank denies contracting to lend to Premchund.

Mr. Pigot—It does not, except so far as may be understood from what my friend states to-day.

Sir Charles Sargent—The written statement is that you were to advance when called upon.

The Advocate-General—We were to be called upon for our quota.

Mr. Westropp—Then do you mean as a loan, or merely that you were to find it in default of repayment by Premchund.

The Advocate General—Not in default of payment by Premchund at all, but we say the bank had no right to advance for us any portion of the 25 lakhs, and they should have called upon us to pay our quota, and then we would have paid it to them.

Mr. Westropp—Then it is clear the difference is as to the meaning of the word "finance."

Mr. Pigot said that this word "finance" was a rather vague phrase, but he thought it would not be held that the Bank of Bombay was to pay the 25 lakhs, and then the Bank of Bombay was to look to the other banks to guarantee the Bank of Bombay. He had wanted to explain a complication, because their lordships would find the word "guarantee" cropping up throughout the case outside of its legal sense. The agreement on the part of the defendants was to lend 10 lakhs, a portion of the 25 lakhs loan to Premchund, and to lend that by paying it through the Bank of Bombay. He did not think his learned friend would object to that translation. Now, as their lordships would see from the written statements, the issue that the defendants were to raise was —"True the agreement was entered into, but it was to be on certain terms and conditions"—which conditions the defendants stated in the most minute manner in their written statement.

Sir Charles Sargent remarked that the defendants seemed to hold that each of the banks was to pay its quota to the Bank of Bombay, and it was to be a sort of hand to pass the money to Premchund Roychund.

Mr. Pigot replied that that did not appear in the written statement, though of course his learned friend had a right to say that was his case; all, however, that was in the written statement was that the agreement was on certain conditions which the defendants specified at considerable length. Now with respect to these conditions the evidence which he would produce would be of two kinds—there would be direct evidence on the part of the directors of the Bank of Bombay and others who were present that what took place was one thing and not the other, and then upon the admissions of the defendants, or of those who were not so much interested in the differences, it would be shown that reliance was to be placed on the positive evidence that he should produce. The first of the conditions which the defendants alleged was that there should be a deposit of securities to the value of at least 35 lakhs prepedent on calling on the defendants to make any advance. With regard to that, the first evidence he would adduce would be of a positive character, saying that no such thing was required, and in the second place too he would prove circumstances that did take place and which he was sure would not be denied on the other side, which must have made it impossible there could have been any such condition. The advance was to be not merely an advance of 25 lakhs, but the most important part, and tha which led to so sudden a meeting on the 27th, was that a very large portion of the money was actually wanted to be advanced on that very day and soon after. Their lordships would have it proved to them that Premchund was on the verandah and that the meeting was informed by him by communications through the secretary and directors, that hoondees to the amount of several lakhs—one witness said 13 and another 8 lakhs—would have to be met in a few days; and so if the loan were to be given then it was necessary for the Bank of Bombay to telegraph that day to their agents at Broach, Surat and Ahmedabad where these were due to pay the hoondees. Then as a matter of fact two lakhs were paid that day to the Eastern Financial Association, on a check by Premchund for one of the pressing debts he had mentioned; and on the following day 7 lakhs more were actually paid, of which a large sum of Rs. 4,50,000 was paid to the Asiatic Bank, and Rs. 1,50,000 to the Bank of Hindoostan—two of those which were represented on the 27th. It had been stated at the meeting large advances were wanted at once and the rest in a few days, and this was discussed there and then; and as a matter of fact all the 25 lakhs were paid out by the 4th May. He submitted that such a statement of matters was irreconcilable with any condition that there should be security produced to the amount of 35 lakhs before the money was advanced, and the witnesses would deny that such was made. But the defendants went further;—they said particularly that the security was to consist of 20 lakhs in jewels and immoveable property of the value of 15 lakhs. It was not disputed that whatever security Premchund could give was to be passed into the Bank of Bombay and kept by them, and no doubt it was stated that he would put in title deeds of property and also the jewels—which he said he had to a large extent, worth, in a general way, from 15 to 20 lakhs;—but they should give the direct evidence of three of the most respectable witnesses that could be possibly be examined on such a point or any other point—one of them being a Government director and other two directors of the bank, Messrs. Norman, A. Stewart and Brown—which in the most explicit way would contradict the statement that any such agreement was entered into or that there was any stipulation at all that there should be a certain value of title deeds or of property. With regard to the next assertion he would show direct evidence against it: one witness, Mr. Stewart, would tell them that it was proposed by one of the agents present (but not Mr. Moir) that the jewels should be valued and the deficiency from 20 lakhs made up by other security, but that the proposal was unanimously rejected by the meeting as impracticable—and their lordships would see no valuation could have been made in time since the valuation of jewels required a very strict inquiry.

Mr. Westropp—Don't you think a practised eye would be able to say at once if they were worth ten lakhs or double that sum?

Mr. Pigot—I am not able to say what a skilled jeweller ought to do; I suppose there are jewellers that could give a guess within a few lakhs of the value of a large quantity of jewels.

Mr. Westropp—What was the difference between the actual value and the amount promised?

Mr. Pigot—They realised eventually when they were sold—but that was not till long after—three lakhs.

Mr. Westropp—And the amount promised was twenty lakhs?

Mr. Pigot—If your lordship chooses to hold *twenty*. Premchund said "from 15 to 20," and he will give reasons for supposing they were of that value at that time.

Sir Charles Sargent—Assuming that there was such a condition as the defendants say, and assuming also that you were to "finance" the loan, may not the question be raised as to whether you, being the manager, were not bound to exercise the utmost caution, knowing that it was understood among you all that this security was for the advance?

Mr. Pigot—If there was any understanding direct or indirect that we should advance to the value deposited with us, or that we should ascertain the value of the securities, I quite agree with your lordship we were liable to be called to account, but there was no such thing.

Sir Charles Sargent—Because that question arises under the first issue.

Mr. Pigot said he was dealing with the written statement—sentence by sentence, and he was speaking only from the evidence. He would be able to prove that this condition was not true; and the circumstances showed that an immediate valuation would have been impossible as a quantity of the jewels were at the time at Surat in the possession of Premchund's wife. The next two points were certainly of an extremely technical character to be introduced into the case, but still he did not say the defendants were not entitled to rely on them sufficiently point to get out of their agreement. They said that the securities were to be given, not to the Bank of Bombay but to Mr. Donald Robertson as trustee for all the banks; but that would be directly contradicted, not only by Mr. Robertson himself, but by several other gentlemen who were at the meeting. The defendants next alleged that the deed was to contain a condition as to the surplus—an allegation which was worthy of remarking on here only inasmuch as it showed what was the idea of the parties at the time. They were thinking of the surplus!—they were not fearing the results at the time of the meeting, on the contrary everybody was of opinion that Premchund would pull through and that though it was very proper to have securities of every thing he could give, yet substantially there was no fear as he would pay the account within the time mentioned. Lastly, the defendants said the promissory note which was to be part of the security was to be made in the name of Mr. Robertson and was to be payable on demand; but he would prove that that was not the case, the fact being that it was to be an agreement with the Bank of Bombay and originally to have been payable at the end of six months and was altered at the suggestion of Premchund himself, who when told of the term said there was no use of so long a one, that he would be able to pay it off in three months. Now the real transaction that took place was that these 25 lakhs were to be advanced by these banks in three different proportions on the security of a promissory note by Premchund Roychund, with Candass Narrondas, Roychund Deepchund, and Cursondass Madhowdass, and the plaintiffs would prove that there was no stipulation of any kind made at that meeting as to any other securities. The loan was not to be limited to the value of the securities, nor was it any part of the agreement that there should be any securities at all; but the fact was that Premchund was asked what his liabilities were—he made a rough memorandum of his pressing liabilities, which was looked into and discussed—and he said he had land and jewels and was ready to give them in security, but he stated also the thing which was principally relied on—that he would give a promissory note signed by three persons who had since been overtaken by commercial disasters but were at that time of the highest credit that could well be in Bombay. There was no stipulation whatever as to the value of land and property, but there was this as part of the *res gestæ* of the meeting—Premchund said "I have some lands and jewels and will give you these." He said "I have land and jewels that cost me so much"; and the amount was called for and he gave some enormous sum at random which nobody believed. Everybody at the meeting believed the valuation was too high, but Premchund had the title deeds with him, and these were examined and there was a gentleman at the meeting, a Government director of the bank, whose official position gave him a peculiar facility for forming an opinion as to the value of the properties, every one of which he actually knew. Mr. Norman, the Collector of Bombay, was there, and accordingly the gentlemen present—although the most of them knew the properties spoken of—referred to him to ascertain the value of the properties; and Mr. Norman seemed to have calculated it carefully, possibly by the area, for he gave the amount in odd rupees. The meeting did not appear to have taken even Mr. Norman's valuation, but it was quite certain they did not take the land as of greater value than that.

Mr. Westropp—Do you mean to say Mr. Norman undervalued the lands?

Mr. Pigot—From my instructions my impression is that he did—as at the time.

Mr. Westropp—Has the land been sold since?

Mr. Pigot—It has.

Mr. Westropp—Did it reach the valuation?

Mr. Pigot—Not by any means. It did not at all reach it, but we will have proof that that did not at all affect Mr. Norman's valuation at the time, for the price of land fell enormously in value after that. We will also be in a position to go further than that, for we will be able to furnish proof that the higher valuation by Premchund was not an unfair valuation:—that can be proved by an actual sale of one property a few months before by Premchund for ten lakhs, and being dissatisfied with that sum he induced the purchaser to let him buy it back.

Mr. Westropp—Had the purchasers had any difficulty in paying it? (A laugh.)

Mr. Pigot—I think not. The learned counsel then went on to say that Mr. Norman's estimate, which was something about 13 lakhs, was as that gentleman himself said a low one, for doubtless considering the responsibility placed upon him he preferred to be on the safe side and make his estimate low rather than otherwise. As to the jewels Premchund had promised to produce it would have been impossible to get any valuation in time, and there was no condition regarding them, but, though every one thought Premchund's valuation of them extravagant, they were all contented to know that they were to get the jewels which he was known to have. But the chief object was the promissory note—that was the *sine qua non*, without which nothing was to be done. And that was not to be dealt with in the light now possessed as to the parties, who had been high and rich men, now ruined by a commercial crisis, but must be considered with regard to their commercial position as to respectability and credit at the time that note was taken; and he believed the evidence would be sufficient to satisfy their lordships it would have been no imprudent thing on the part of the Bank of Bombay to have advanced the loan on their security alone without anything further at all. The advance on that note alone was completely and satisfactorily accounted for in common sense by the fact that every person in that room believed that Premchund would be able to pull through—that there was nothing but a mere temporary difficulty, no real source of danger at all. However, as men of business, considering the propriety of making an advance of this considerable sum, of course they examined the value of the securities offered, and when this promissory note was proposed to be given by Premchund they discussed the position of the persons who were to join Premchund in it, and it was not till after the discussion on that subject which might be expected to have taken place among the class of gentlemen assembled in that room that they agreed that the note was good security and they decided to take it. Neither of the sureties were present, but a note was made out that day on a one anna stamp to be payable on demand, and it was signed by all the parties—and that might be the reason the defendants said it was to be payable on demand, but the fact was that as arranged a note for three months was made out in a few days after and duly signed.

Mr. Westropp—Do you say that even if they discovered before giving the money that the property was of nothing like the value Premchund ascribed they were bound to give the 20 lakhs and that the transaction was one completely clear of all question of securities?

Mr. Pigot—Well, in the first case that question does not arise, for the money was paid before the value could be found.

Mr. Westropp—I put the question to test your argument.

Mr. Pigot—If they had discovered they had been deceived by Premchund they need not have advanced.

Mr. Westropp—If the discovery that the property was of too small value would have justified the Bank of Bombay in holding its hand, can you say that the agreement between that Bank and the others was clear of all consideration of securities?

Mr. Pigot—Certainly not—not in the way your lordship puts it. The securities were proposed and discussed before entering into the agreement, and it is impossible to deny that the element of some securities, if the advance were made, thus entered into consideration and came into the matter so far; and if before the advances were made the Bank of Bombay had discovered that the securities were of less value than Mr. Norman had put on them at the meeting the Bank should not have made the advances.

Mr. Westropp—Supposing the other banks had declined to pay and the Bank of Bombay had discovered the value of the securities, do you mean to say it should not have held its hand?

Mr. Pigot—The Bank should have held its hand if it could.

Sir Charles Sargent asked whether it had not been stated that the jewels were worth a great deal less than Premchund said.

Mr. Pigot replied that the only statement was that Premchund had said the jewels cost him more than they did—a statement which might have been made regarding one of greater virtue than Premchund Roychund. A misfortune seemed to have attended these jewels—they sold at an exceedingly small sum—some in Calcutta at Rs. 53,309-2-8 and others in London at Rs. 2,40,000, though after the latter sale a telegram was received offering 3 lakhs—so that they could not depend very much on the vicissitudes of these jewels in ascertaining the value of them.

Mr. Westropp remarked that there was a flagrant difference between 15 or 20 lakhs, the value given by Premchund, and 3 lakhs, the amount which the jewels realized.

Mr. Pigot admitted there was, but thought that after their lordships had heard the case they would have a difficulty in holding that the jewels were not worth nearer 20 lakhs than 3 lakhs. The learned counsel then returned to the argument that the note had been the principal security, and that the Bank of Bombay had been to pay out all the money so as to save trouble, and then settle with the others afterwards. Then to put matters in ship-shape mortgages were made out by Mr. Kelly in the name of the Bank of Bombay, the arrangement being that it should hold them all for the others. There never was, he should be able to prove, any condition as to the surplus, though that was all formally set out in the written statement. It was the impression of all at the meeting that Premchund would never fail, but that he just required this advance till he should get money which was locked up in his cotton business. No one ever thought that the property would have to be realized, and the only reference to that was a kind of joke, when somebody said, "But if there should be a surplus in realizing this as it is possible Premchund may fail." It was believed Mr. Liddesdale or some one of the directors of the Bank of Bombay said, "Oh, give us the surplus; we will take that," and there was a laugh, and the others said, "You shan't." (Laughter.) He supposed this had been stated by some one present, and that had misled the advisers of the defendants to treat it seriously in the written statement.

Mr. Westropp—Who was the Nero on that occasion? Who fiddled when Rome was in flames? (Laughter.)

Mr. Scoble—I suppose Premchund did that.

Mr. Pigot—I am told Mr. Stewart took that part:—I said Mr. Lidderdale just now in mistake.

At this stage the Court adjourned for tiffin. Mr. Pigot resumed in the afternoon and concluded only at 5 o'clock, and the evidence was proceeded with yesterday. The rest of our report is deferred.

REWARD TO A BOMBAY CREW FOR SAVING LIFE.

YESTERDAY morning a rather interesting ceremony took place in the dockyard here, the occasion being the presentation of a medal from the Shipwrecked Fishermen and Mariners Royal Benevolent Society to each of the crew of the steam tug Prong. The services for which the medals were awarded were rendered at the wreck of the Tirzah which ran on the Oodaree Reef on the 19th July 1867. A life-boat was put off under the charge of Captain Robertson, late I. N., and Mr. Smith, in order to rescue the crew but it was capsized and had seven out of twelve of a crew drowned. Captain Morland then went off in the life-boat Prong, the crew of which behaved in a highly commendable manner. The serang—Adam Hammond, gunner, Bombay Marine—especially won a high name for his efforts, and we believe this is not his first services in saving life, for we learn that when in early life travelling in Ethopia with Captain Barker he discovered at personal risk, a plot to murder all the party, and so saved the life of his master. Captain Morland, in a letter to the Superintendent of Marine on 19th July, thus described the trip to the wreck:—

"To the Superintendent of Marine, Bombay.

"SIR,—I have the honour to report that I moved No. 2 Tug, of the Transport Department to off the Pilot Bunder, Colaba, last evening. This morning about 3 o'clock I weighed with the Prong life-boat in tow and proceeded towards Kennery Island to discover the reported wreck and render assistance if necessary. Until about 4-30 we experienced a moderately heavy sea and wind, after which both increased very much. About 5 o'clock with Kennery about S. E. there was a very high confused sea and the life-boat was capsized, the 3 men in her were thrown out. We however succeeded in rescuing them. By the time that daylight had set in I had gained a good position to enable me to round Kennery and get under lee so as to gain information from the light-housekeeper about the wreck. The sea was, however, so very high, confused, and dangerous, that before attempting to run, it was necessary to put a drag or stop water over the stern of the life-boat to prevent her overrunning. This was effected by means of one of the tugs, awnings and three men having volunteered and were in the boat to steer and attend her. I then steered for the Island before a tremendous following sea Twice our tow line parted and we had to round to, to rescue the boat. Afterwards the boat was lifted on the crest of three successive waves and dashed against the tug, damaging the latter's bulwarks, smashing her own stern, bilging in her bows, and filling herself. She however freed herself and remained buoyant, and it was not until she had again filled twice and the tug had been pooped with a heavy sea that I relinquished the attempt to communicate with Kennery. I must add that the life-boat's rudder had become immovable probably by being struck by the seas, her towing hallard, &c., was carried away and she was constantly filling and freeing herself at very great risk to the tug and those in her. We dragged three men through the water from the boat to the tug, and having secured the boat with an extra hawser, attempted to tow her; after a short time, however, she constantly filling. All except one tow line parted, and no rewards offered would induce any of the men to have had another to behaved so well) to attempt to fasten another line to her, and as if the last line should part we should entirely lose the boat. I secured the tug Kedge to the tow line and dropped it, the boat being fast to it. I should not have done this had I seen a chance of saving her as well as those with me, but at this time the sea was making a clean breach fore and aft over the tug, sweeping everything before it. The chief engineer reported the water nearly up to the furnaces, and I felt that our only chance of saving either, was to leave the boat. We however, strong hopes that she will ride it out until the weather moderates, and can then be recovered and repaired, Shortly after anchoring the life-boat we observed a Chinaman swimming and picked him up. All the time whilst running in towards Kennery I was carefully examining the coast southward, Lieut. Brebner also examined it carefully with glasses, and neither of us could observe any appearance of a wreck. I have also to add that the crew for the life-boat were furnished by Lieut. Brebner, who accompanied me from his vessel and Dr. Shepherd, Marine Surgeon, also accompanied; and that all behaved well, but that the coolness and bravery displayed by the syrang Adam and the men who were in the life-boat was deserving of the highest commendation.—I have, &c.

(Signed) HENRY MORLAND,
"Bombay, 19th July 1869. Lieut., late I.N."

The matter was brought under the attention of the Royal Benevolent Society and they forwarded seven medals to the Master Attendant with the following letter:—

"To the Master Attendant, H. M.'s Dockyard, Bombay.

"Hebernia Chambers, London Bridge S.E., 7th July 1869.

"DEAR SIR,—By this mail I have the pleasure of forwarding seven silver medals awarded by the Committee of the Society to the following men for gallant services in the lifeboat Prong in saving life from shipwreck as shown in the letter of Lieut. Morland, late I. N., and the correspondence forwarded by you to the Secretary of the Royal National Life Boat Institution and passed by him to me viz. Adam Hammond, gunner, Cara Cassim, tindal, Bhurra Nadra, lascar, Dewa Meeta, lascar, Malla Dhuria, lascar, Kissoo and Ahmed, lascars."

Captain Pryce, the Master Attendant, accordingly presented the medals to the crew in the Dockyard yesterday morning in the presence of the officers—Addressing the syrang he said—I have much pleasure in presenting you with a silver medal awarded by the Committee of the Shipwrecked Fishermans and Mariners Royal Benevolent Society for services rendered in the life-boat Prong on the 18th, 19th, July 1867, on the occasion of the wreck of the Tirzah while attempting to reach that vessel, wrecked on the Odaree reefs without the limits of the port of Bombay, when it was reported you behaved with great coolness and bravery, particularly in the manner you managed the boat and by the example you displayed to other of the boat's crew on that very dangerous and important service. In consequence of the very heavy breaking sea running, the life-boat repeatedly capsized, endangering the lives of the crew, Lieut. Morland, in charge of the party, prudently withdrew the men from the life-boat and returned to port where he reported the praiseworthy service you performed, and for which commendable conduct this medal has been awarded. In presenting the medals to the crew, Captain Pryce said—I have the pleasure of presenting each of you with a silver medal awarded by the Committee of the Shipwrecked Fisherman and Mariners Royal Benevolent Society for praiseworthy service in the life-boat Prong when attempting to save life from the Tirzah wrecked on the Odaree reef as shown in the letter of Lieut. Morland, late I. N., to the Superintendent of Marine dated 19th July 1867.

The medals are neat decorations, having the usual symbols and inscription on the obverse, whilst on the inverse is the motto—

"England expects every man to do his duty."

"Presented for heroic exertions for saving life from drowning."—"Job xxix, v. 13."

VACCINATION IN THE BOMBAY PRESIDENCY.

RESOLUTION OF GOVERNMENT,

DATED 13TH AUGUST

(in reference to a letter from the Inspector General, Indian Medical Department, dated 3rd June 1869,—forwarding a report on vaccination for 1868, prepared by the Superintendent General of Vaccination, as directed in Government resolution, dated the 30th September last; and to a further letter from the Inspector General, Indian Medical Department, dated 27th July 1869, containing his observations on the above report.)

In the year under report there were 280 vaccinators employed throughout the presidency, and the total number of vaccinations in civil life amounted to 4,26,253, giving an increase of 34,838 over the number shown in the preceding year's report. Of these operations 93·5 per cent. were successful. The total cost was Rs. 1,11,524, which gives annas 4 and pies 2 for each vaccination.

His Excellency in Councilt learns with satisfaction that the recent arrangements by which the department has been put on a better footing in respect to pay, are producing such good results.

The unavoidable frequent changes that have taken place amongst the Superintendents of Circles, owing chiefly to the demand for medical officers in connection with the Abyssinian Expedition, are to be regretted. Efficient superintendence of work of this kind must, in a great measure, depend upon the officers having a thorough acquaintance with the requirements of the

MINERAL RESOURCES OF THE CENTRAL PROVINCES.

The great event of the year has been the successful prosecution of the Chanda coal researches. These important discoveries are due to the indefatigable energy of the Deputy Commissioner, Major Lucie Smith, who pursued his investigation of the outcrops and of the possible coal-bearing tracts in the face of many difficulties. The value of the field has since been recognised, and an account of the examination of it by the Geological Survey will be found in the records of that Department. The Government of India has shown the strongest disposition to support the local Administration in ascertaining the capabilities of this coal field and developing its resources. With this object a Mining Engineer in connection with the Geological Survey has been deputed to make a professional examination of the coal-bearing rocks with the assistance of two skilled English miners as "brace-head men;" and all his requisitions for the necessary plant, including a Mather and Platts' steam-boring apparatus, have been liberally complied with. The brace-head men, and the large hand-borers did not arrive from England till the open season was nearly over, and in the rains extended operations are not very easy, but experiments are now being made to test the value of the Deputy Commissioner's conclusions with regard to the ground in and near the station of Chanda itself and elsewhere. The first outcrops were noticed on the banks of the river Wurdah, which at its nearest point is some 5 miles from Chanda, and a pit was dug at a place called Gogoos, some 12 miles from Chanda, under the superintendence of a Scotch miner, who had been found in the ranks of the 91st Highland Light Infantry. The depth of the seam was here ascertained to be about 20 feet. Major Lucie Smith's apparatus was so imperfect that he was unable to make exhaustive researches, but with the imperfect hand-borer at his disposal he succeeded in striking what appeared to be coal in the civil station at Chanda at a depth of about 100 feet below the surface. From the success of this experiment, and from other considerations, he was induced to conclude that the whole sandstone area of Chanda, about 1,800 square miles in extent, might be coal-bearing, and it is this view which the Geological Survey is now employed in testing. The heads of the Geological Department, however, seem to think it possible that Major Lucie Smith's estimate may be too sanguine, as the sand-stones of the Chanda basin are apparently classed under two groups, very similar in character but possessing some marked points of difference.

So far coal has only been discovered in that known as the Damuda series, and it remains to be proved whether the Kamptee group is carboniferous. In any case, however, it seems likely that the supply will be very considerable, and the quality of the coal is perhaps at present a point of more importance than its quantity. The first specimens experimented upon were taken from a point below flood level, and partly exposed to the action of water, and they can hardly be regarded as fair samples of the rest. A second experiment with specimens of seemingly better quality was made on one of the locomotive engines of the Great Indian Peninsula Railway, with rather unfavourable results. These cannot, however, be regarded as at all conclusive, for the engines of the Great Indian Peninsula Railway are adapted for English coal. A second experiment is therefore to be made in the presence of the Chief Commissioner and of some of the higher railway officials with a specially prepared engine. More, however, may perhaps be hoped from a similar experiment about to be made on the East Indian Railway, on which Indian coal is habitually used.

If it should turn out, as is confidently believed, that the Chanda coal is at least as that of Raneegunj, there can hardly be any doubt that it will displace English coal in the Western railways, and will thus enable them to work at considerably diminished charges. The country between Chanda and the Great Indian Peninsula Railway is flat and open, and a light branch railway or tramway might be constructed through it at no great expense, with the double advantage of facilitating the supply of coal to Western India, and of opening out a tract of country rich in mineral products. The town of Chanda is not very far from the head of the Godavery Navigation works, and already attempts are being made to draw a supply of the fine cotton produced in the Wurdah valley down to the east coast by means of the Godavery route. With the navigation works complete and a branch railway running through the country and connecting the river with the Great Indian Peninsula Railway, the coal, the iron, the cotton, the rice, the oil-seeds, and even the magnificent building-stones of this part of India, would find easy access to any markets of India where a demand had grown up for them.

Galena has been discovered in what it is hoped will turn out considerable quantities in the Chuteesgurh country. The value of the discoveries has not yet been thoroughly ascertained, but application has been made to Government to have the country thoroughly examined and reported on by an Assistant from the Geological Survey.—*From Mr. Morris's Administration Report for* 1868-9.

ARCHÆOLOGY OF THE CENTRAL PROVINCES.

In last year's report an account was given of the principal structures of archæological interest in the Central Provinces.

No new discoveries of much importance have been made during the present year. But in the course of enquiries into the history of a locally celebrated snake-temple at Bhanduk in the Chanda district an inscription was found which has been thus translated. The translation may be taken as fairly correct, though it does not pretend to scientific accuracy:—

Hail to the goddess of wealth! Hail to the adored Wasoodeo [*a*]

The auspicious year 12 (*b*), Kshuya of the Shuk era (*c*), Friday the tenth of the first half of Margshrish, the sun being in the Scorpion constellation, and the moon in that of Rewutee.

Consecration of Jug Narain.

Wajanashnakoo (*d*), the son of Chagnaka (*d*), he it was who consecrated the god. Puwar, the ruler of Dhar, made up his mind and is known as the third repairer. The image was carved by Gopeenath Pundit, inhabitant of Loonar (*e*) Mhekur. Let this shrine be the pride of all the citizens, and this religious act is notified to the Chiefs and other officers.

May, Oh God, he be happy who takes care of this! May, Oh God, victory attend him who reads this!

The style of architecture of this temple is apparently very ancient, though it has been evidently restored within comparatively recent times. The last Powar ruler of Dhar, Jye Chaund, was deposed in the 11th century, but a branch of the same family appears to have regained power, and to have reigned at Dhar until about 1225 A. D.

The inscription on the temple at Barsoor in Bustar, which is given in No. XXXIX. of the Selections of the Government of India, in the Foreign Department, has also been translated. It is the record of a temple grant by a Raja Ganga Mahadeva Nagbansi of the Kashyap family, sovereign of the city of Bhagávati, elder brother of a Raja Someshwar. The enquiries made have hitherto been unsuccessful in tracing the city of Bhagawati. The donor possibly belonged to a race allied to the present Rajpoot dynasty of Kalahandi, though the appellation "Kashyap" would seem to imply Brahmin origin. This point will however be discussed more fully in the new edition of the local Gazetteer.

A hoard of ancient silver coins was dug up at Sohagpore in September last in the Hoshungabad district by a party of labourers engaged in roadmaking. Specimens were sent to the Honorary Secretary of the Bombay Society, who reports them to be coins of an Indo-Sassanian dynasty which flourished in Gujerat in the 8th century. They were fire-worshippers, and the coins bear the image of a fire altar on the reverse. The discovery is so far interesting that hitherto none of these coins have been found at so great a distance from the known seat of power of this dynasty.

There is a class of structures not mentioned in last year's report which seem to deserve notice. These are the so-called "Murhs" and "Murhiyas" of Dumoh. They are attributed to the Chundels, whose hold of this part of India terminated towards the close of the 12th century. Some of them have much architectural merit, being not only graceful in shape, but elaborately ornamented. They are evidently of Jaina origin, though some at any rate have subsequently been converted to the purposes of Sivite worship.—*From Mr. Morris's Administration Report for* 1868-9.

(*a*) Incarnation of Vishnoo.

(*b*) The corner of the stone containing the two last figures has been broken off.

(*c*) The Kshuya year of the 13th century of the Saka era was 1248, so that the date of the inscription appears to be 1326 A. D. or 542 years ago.

(*d*) These names are now quite unknown in this part of India.

(*e*.) A place in Berar.

STORMY TIMES.—A Spanish astronomer, Don Mariano Cestillo, of Saragossa, prophesies tremendous hurricanes, tempests, hail-storms and whirlwinds on all the coast, and also the centre of Spain; they are to be experienced principally in Valencia, Catalana, Aragon, Navarre, Guipuzcoa, Asturias, Galicia, the Castilles, Andalucia, and part of Murcia. At the same time there are to be great and sudden transitions from excessive heat to extreme cold, and for two days the sea will be subject to extraordinary commotion. All these wonderful events may be expected between the 12th and 25th of the present month and will be repeated, but in a lesser degree, in the months of August, September, and part of October.—*Gibraltar Chronicle, July 7.*

THE RAILWAYS OF INDIA.

We take the following from the despatch of the Supreme Government to the Secretary of State for India, dated 11th March 1869, and giving a statement of the new railways proposed by the Government of India:—

The physical features of the British possessions in India are such as to leave no very great room for difference of opinion as to the general features of a net work of railways to supply the whole country. It is to be expected that differences will arise as to details; and the solution of such differences, and the adoption of really definite conclusions as to the exact lines to be selected, can only follow on the execution of proper surveys, and the careful consideration of the numerous local circumstances and demands which may reasonably influence a decision. In this sense, and with this reservation, we regard the general outline sketched by the late Governor General as satisfactory and sufficient. It remains for us, however, to review in greater detail those lines which have been named for immediate construction, and to state how far we consider the claims advanced in their favour to be valid, and in what relative order the lines now approved should be undertaken, and by what specific agency in each case.

The Indus Valley Railway.—This line is one which should be undertaken early. But it is a line on which the strictest economy should be observed in construction, and which it may therefore be necessary to carry out by degrees, so as not to affect the price of labour which will be scarce along the whole line. For the same reason, it seems almost impossible to regard the whole of this line as being in a position for immediate execution, until some decision is come to relative to the remodelling of the irrigation works in Sind. There is ground for thinking, that by combining the excavation of a main line of canal, such as has been projected from Sukkur towards Hyderabad, with the formation of the railway, an important saving of expense might be secured, and other advantages obtained. Opinion, moreover, is still divided as to the best line to occupy below Sukkur, and whether the right bank or the left bank of the Indus should be followed. All these doubts, however, may readily be removed and measures should at once be taken to effect this. But for the part of the line between Sukkur and Mooltan, an immediate decision is possible. It will certainly be expedient to begin from Mooltan and to work downwards. This plan has the evident advantage of rendering the communications between the Punjab and the sea independent of the navigation of the worst part of the Indus, at the earliest period possible. Moreover in case of the necessity arising of our having to defend the line of the Indus south of Mooltan, it would be from the garrisons of the Punjab and Upper Provinces whose the bulk of our army lies that the troops would be drawn rather than from Kurrachee. As regards the upper portion of the line, therefore, we desire at once to cause all necessary surveys to be completed for obtaining a definite and final project and estimate, on the receipt and approval of which, the work might be commenced as soon as possible. At the same time negotiations might be entered into with the Bhawulpoor State relative to the prosecution of the line through that territory. All further necessary inquiries should also be prosecuted as to the portion of the work between Kotree and Sukkur with injunctions to bring them to a conclusion as early as practicable. There may be some doubt as to the agency by which this railway should be carried out; but this should not be allowed to interfere with the most speedy possible prosecution of the preliminary operations above spoken of. Whether the line is carried out by a company, or by the Government, the same strict regard to economy must be enforced, and the same close scrutiny exercised over the designs and estimates. Before the designs are completed all doubts as to the agency for construction may easily be disposed of. If the railway is to be combined with a canal, it would almost necessarily follow that the Government should carry out the part of the line on which this is done, and if so, then probably the whole line. Further, the fact of the line passing through Bhawulpoor for a considerable distance may render this arrangement desirable and the urgent necessity for enforcing the strictest economy in construction tends in the same direction. If, however, it be thought right to concede the line to the Sind Railway Company, the most complete security should be taken to give the Government power to exercise a really substantial control over the cost of the works. This we regard as most essential.

Rajpootana Lines.—A railway through Rajpootana to connect the North Western Provinces with Bombay is also one which may properly be set about at once. Regarding the northern portions of such a line there seems to be sufficient evidence to admit of a final conclusion being come to. It is clear that provision should be made for establishing railway communication from Ajmere, and thence by the Sambur salt lake, via Jeypoor, to Delhi on the one side, and to Agra on the other. As to the line to Delhi, it is satisfactorily shown that from Jeypoor it should pass by Tuttwar to Rewaree, and thence through the Sooltanpoor salt field, to Goorgaon, and so to Delhi. A branch to Bhewanee, a large commercial mart to the west of this line, will be probably required in the future. As regards the line to Agra, the question arises whether, instead of being taken direct through Bhurtpoor, it should not be somewhat deflected so as to pass through the chief salt-producing tracts of this principality. This question will require further special investigation. A doubt also arises as to the direction to be given to a railway to Bombay south of Ajmere. The most recent papers on this subject appear to show strong reasons for preferring the route below the Aravalli Range via Palee and Deesa to Ahmedabad, to the direct line along the high land, through Neemuch down the valley of the Myhee to Baroda. We are not at present in a position to give a final opinion on this question, and all that need further be said on it is, that an early decision should be come to. The question must also be considered whether a second line, from the Great Indian Peninsula Railway to Indore with a continuation to Neemuch and Ajmere, should not be undertaken whatever decision is come to respecting the direct Neemuch and Baroda line, or the alternative route by Deesa. The line from Ajmere to Indore, besides its military and political value, would command the traffic of the Sambur and other salts destined for eastern Rajpootana, and passing through Rutlam and the opium-growing tracts of Malwa, would derive a highly paying traffic from that source. It would, moreover, be able to take up the coal and timber of the Nerbudda valley into Rajpootana, where these products are not naturally found, and will be much valued.

As to the agency for carrying out these lines, we have no hesitation in saying that, from Delhi and Agra to Ajmere, they should be taken up as State lines. The requirements of the salt trade, as well as the political considerations arising from the passage of the railway through numerous independent states of Rajpootana, with which our relations are always delicate, conclusively lead to this determination. Under no conceivable circumstances could such lines be properly entrusted to a company having its chief agency at Bombay. We should equally very strongly deprecate the idea of any extension of the East Indian Railway into Rajpootana, even if the shareholders desired it which is not probable. For the southern parts of these railways, perhaps it might not be objectionable to give a certain portion of a line through either Neemuch or Deesa to the Bombay and Baroda Company, but how far such a concession should go, we cannot precisely decide without consulting the political officers residing in the territories to be traversed. As to a line from Ajmere or Neemuch *via* Indore to the Great Indian Peninsula Railway, we think it should certainly be retained in the hands of the State, so far as it passes through foreign territory, for the same reasons which have led us to adopt that opinion as regards the nothern portions of the line. Our conclusions regarding this series of railways, therefore, are that immediate measures should be take for carrying out lines from Delhi and Agra to Jeypoor and the Sambur salt lake. That the line from Delhi as far as Rawaree may be at once surveyed, marked out, and commenced. That the needful further enquiries should at once be put hand as to the exact direction to be taken from Agra, and that when this is settled, this line also should be taken up for immediate execution. We propose in anticipation of your Grace's approval, to carry out these resolutions, if we are able to obtain the engineering staff requisite for the purpose. As to the southern parts of the system, the necessary further investigations should be completed as soon as possible, and a final decision taken as to the direction of the lines, and the agency by which the works should be constructed. In connexion with the execution of these railways, and the future requirements of the salt trade between Rajpootana and the North-West Provinces, it will most likely be found necessary to enter into special negotiations with the native states in whose territories the salt-producing tracts are situated, and through which the projected railways pass. This subject, however, will be separately considered, and our conclusions will be duly reported for the information of Her Majesty's Government.

Line to Kumaon Iron Works.—This short line, to connect the Kumaon iron works with the Oudh and Rohilkhund Railway, is one which we consider to be of great importance with reference to the cheap provision of iron for the railways of Northern India; and though it has already found a place in the system of lines to be executed by the Oudh and Rohilkhund Company, we think it desirable to notice it in a prominent manner in this review, and to express a hope that the company will be urged to use all practicable despatch in carrying it out.

Darjeeling Railway, Kooshtee to Titalyah, 210 *miles.*—The line to give communication through Northern Bengal to the foot of the mountains below Darjeeling is one which commends itself for early construction on many grounds of policy. We shall be glad to hear that you assent to this view, and we shall then be ready to take immediate steps for finally settling the exact line to be followed, regarding which there has been some doubt. We incline to think that the construction of this line should be offered to the Eastern Bengal Railway Company, either as an extension of their present contract without the new provision as to the division of the profits in excess of 5 per cent., or as a separate undertaking with that provision. In either case, we consider that it should be distinctly understood that the Government will not conclude the arrangement finally with the company unless perfectly satisfied as to the moderation of the estimates; and that powers to deprive the company of the concession at any time, if the Government of India is not satisfied that the works are being carried out with proper economy, will be secured under the new contract. The company should, we think, be plainly given to understand that if these offers are declined, they will not be repeated, and that the Government will then carry out the railway itself. On receiving your authority to do so we will request the agent of the company to set about the final surveys necessary to determine what is still doubtful in relation to this line, and to make specific proposals for the immediate commencement of operations on it.

East Coast Railway, between Calcutta and Madras, Northern Section.—The necessary steps may, we think, be taken for obtaining designs and an estimate for the first section of this line to Midnapoor. The Madras Government also should be consulted as to the system which they would recommend for carrying out the southern part of it. Possibly a separate commencement might be made from Coconada, a port at which railway materials could, we believe, be conveniently landed at all seasons of the year. Such operations could hardly fail to stimulate the activity of trade in the deltas of the Godavery and Kistnah, and, perhaps, might add to the inducements of merchants to make use of the newly opened line of navigation up the Godavery. The actual commencement of this railway might be considered in connexion with the results of the investigations regarding the ports on the east coast which we have just proposed to your Grace. No existing company having any claim for these lines, they may properly be taken up by the State.

East Coast Railway, Southern Section.—The line already projected from Arconum towards Pondicherry is one which the Government of India has already determined may properly be executed. It seems, however, desirable that its exact direction should be re-considered with a view to its taking a place eventually as a coast line south of Madras, giving another connexion with a Great Southern Company's lines, and that it should be laid out accordingly in the manner which would be most suitable for such a railway. This may perhaps open the question whether the terminus should not be in Madras itself, and not at Arconum. The work might be entrusted to the Tramway Company, subject to all the new conditions we have named, and put in hand at once. Although we are far from opposing the adoption of a narrow gauge railway when circumstances seem to indicate that proper financial results cannot otherwise be obtained, we are not inclined to acquiesce in the expediency of constructing short lengths of railway on a gauge different from that in common use. If narrow gauge lines are to have a fair field, they must be given a sufficient development to render the cost of shifting goods from their wagons to those of adjoining broad gauge lines unimportant in relation to the freight for the average distances over which the goods are carried. We do not think that this condition can be properly complied with unless 100 or 200 miles at least of a narrow gauge system is constructed, and short of this we should not view favourably to execute narrow gauge lines in a country so easy as that immediately south of Madras. The known desire of the French Government to obtain a railway connexon with Pondicherry, by a line of the full Indian gauge, should, we think, have much weight in the decision come to on this question; and on the understanding that the outlay will be kept down to the sum named in the estimates that have been made, about £7,000 per mile, we are clearly of opinion that 5 feet 6 inches gauge for this railway should be adopted, as far at least as the point from which the line to Pondicherry would leave it.

Branches of Madras Railway.—The short branches proposed in connexion with the Madras main line, seem suitable for early construction.

Railway to Tuticorin.—We think that the proposals made regarding this line require to be re-considered in relation to the general arrangements which would be most convenient for the whole of the southern part of the peninsula, taking into consideration the opening of a new coast line from Arconum or Madras, as before mentioned. When a decision has been come to on this general subject, the gradual execution of the lines by the Great Southern Company might be sanctioned subject to the conditions named for the Eastern Bengal extension.

West Coast Railway, Southern Section.—It is certain that some extension should be given to the railway from Beypoor at an carry period, and preliminary measures might be taken for the commencement of a line to Calicut on the north, and to Cochin on the south, as soon as the engineering questions involved, and the general fitness of the proposals that have already been made regarding such lines, have been considered in relation to a general system of railway communication in the manner we have before explained. We greatly doubt the expediency of permitting the Madras railway company to obtain a position on the west coast of the peninsula, where a completely different set of interests must certainly exist to those which affect the traffic on the old lines of the Madras Company. Under these circumstances, we should prefer all west coast lines to be undertaken by the State, excepting, perhaps, the simple extension of about 7 miles from Beypoor to Calicut; and the Government should retain the power of taking over this line from the company, at any time, if it was found expedient to do so in the interests of the public.

West Coast Railway, Northern Section.—The opening up of an additional port, to meet the requirements of the southern section of the cotton-producing tracts of the Deccan, is of evident importance, and Carwar has already been generally recognized as the point to select for the coast terminus of a railway to serve the export trade of the Southern Mahratta Country. From Carwar communications would be gradually extended along the coast to the north and south. We think that the examination of the country from Carwar to Ghautti, which has been just ordered, may usefully be extended to 40 or 50 miles along the coast. Such coast lines would probably greatly aid in bringing the trade at the neighbouring small marts and ports to concentrate itself at Carwar. The line from Carwar to Dharwar or Hooblee might be begun as soon as practicable, and for it the central rail system would seem to be suitable. The extension of the lines in the Deccan must of necessity be postponed to a later period. If, however, you should wish to see taken up by the Government, as they will certainly require to be carried out with very strict attention to economy. It is moreover of much importance in behalf of the interests of the public, that such a railway as that leading to the new port of Carwar, should be thoroughly under the command of the Government. If this be not secured, there will be much danger of private influences being brought into play, and the future prosperity and success of the port might thus be seriously endangered or obstructed. In a new settlement like that at Carwar, this caution is, we think, essential.

Mysore.—A gradual development of railways in Mysore might be carried out from Bangalore, with the intention of their eventually joining into the Southern Mahratta series, and so giving an additional outlet to Mysore by Carwar. The best way of setting about such lines, with due regard both to the system of management and the financial arrangements, may usefully be at once discussed and settled. All these lines should be carried out by the Government for the Mysore State.

Hyderabad Railway, Koolburga to Hyderabad, 116 *miles.*—This is an important line, which may properly be taken up at once as a State line. It might be worthy of consideration whether the portions of the Great Indian Peninsula Railway, and the Madras Railway, which traverse the Nizam's dominions, might not be also transferred to the Government in exchange for some other equal lengths of new railway to be conceded to them. There would appear to be no practical difficulty in arranging such an exchange if the companies agreed to it.

Junction of North-East and South-East Branches of the Great Indian Peninsula Railway, Munmar to Dhoond, 132 *miles.*—This also is an important line. Its construction would apparently necessarily fall to the Government, the Great Indian Peninsula Company having, it is believed, declined to accept it. It would conveniently form part of the secondary Deccan system, which would serve the Southern Mahratta Country, and have a terminus at Carwar as already noticed. We may here observe that the main point to consider in regard to this line is its probable cost, which, if we were to accept the estimate that has been prepared, would be such as to preclude the hope of the interest on the capital being covered for an indefinite period. We regard it as essential, therefore, that this matter should be reconsidered, and some means found of greatly reducing the outlay. Possibly, the only feasible solution of the difficulty will be to adopt a narrow gauge, say of 3 feet 6 inches, for the whole of this series of lines, including that to Carwar. In this event the Mysore lines, which would join on the Deccan series, should almost certainly be narrow gauge also.

Branches to the Great Indian Peninsula Railway.—Admitting fully, that the construction of really useful and cheap branch lines to the main trunk railways is desirable, the expediency of further weighing the capital account of this company, unless for lines clearly shown to be likely to be remunerative, is more than doubtful. However, if any of the proposed branches can have such a character satisfactorily established for them, they might be carried out by the company if proper precautions are taken as to the limitation of the outlay. Otherwise the Government should itself construct the branches, and lease them to be worked by the company.

Branches to Bombay and Baroda Railway.—The same remarks apply in this case, only with still greater force as to the urgent necessity for abstaining from further outlay without sufficient proof of a fair return realized. The additional convenience given to narrowly restricted localities, a few miles only distant from the existing main lines of railway, should not be permitted to stand in the way of the opening up of new districts, and giving them the vast advantages of railway transport which they do not now possess. Any branch which will not distinctly reduce the total burden of interest payable on the total capital of this company, will *pro tanto* obstruct the provision of railways to other parts of India, where they are certainly far more required than in districts within 20 or 30 miles of an open line leading directly to one of the largest commercial cities in the country.

Ahmedabad to Veerungaum and Wudwan, 73 *miles.*—This extension seems to comply with the essential requirements which we have laid down, subject to any reconsideration of the direction of the line west of Veerungaum, which a possible connexion with Sind and the construction of a main line through Kattywar, may show to be proper. This could be given to the Bombay and Baroda Company under conditions such as those already mentioned.

Kattywar Lines.—The best possible arrangement for giving a main line through this country should receive early consideration. Having regard to the very peculiar condition of the Government of the peninsula of Kattywar, it may be proper than these lines should be carried out as State works; if this be not found necessary they might be offered to the Bombay and Baroda Company, as forming suitable extensions of their main line.

Rangoon to Prome, 166 *miles.*—This line might, we think, be put in hand, and carried out gradually as a State railway.

A NEW REVOLVER.

The Colt's Fire Arms Company are now manufacturing a new pistol for use of metallic central-fire cartridges, which, while possessing all the good qualities of the original well-known Colt's revolver, does away with nipples and the use of caps, and is also provided with an ingenious extracting apparatus, consisting in the simple addition of a cylinder or ring at the rear of the chambers, capable, by a rotary motion, of being put to the firing or extracting point. By the use of this extractor, in simply snapping off the pistol, either a full or empty shell is promptly expelled. In addition to this, the pistol is so made that the chamber and extractor can be removed, and a cartridge-filling apparatus of great simplicity put in use, when the shells that have been already used can be re-charged. The advantages thus obtained may be briefly summarised as follows:—

1st. Rapidity and facility of loading, and of either expelling the empty shells, or of extracting the charges.

2nd. That the shells used are capable of constant reuse.

3rd. And a most important advantage is, that the Colt's nipple revolvers as now in use in the army and navy can be converted to the new pattern at a cost trifling as compared to the re-arming of the forces. A trial of the weapon took place at the Crystal Palace, on the 10th of July, and proved extremely satisfactory, both as regards its precision of fire, its rapidity of action, and the completeness of its re-loading apparatus.

CRIMINAL BREACH OF TRUST.

Notwithstanding the late censure by the Government of India in respect to a better supervision being kept over the cash accounts of the subordinates of the Public Works Department by officers placed in immediate charge of them, we find that there have recently been two cases of embezzlement in the Ganjam and Kistna districts, in which two local fund overseers were concerned. The first case was soon discovered by the assistant engineer of the range and the offender was brought to justice at the recent Criminal Sessions of the High Court by being sentenced to fourteen months' rigorous imprisonment by Sir Colley Scotland. The offender was a young man of twenty years of age. The sum embezzled was made good by him. We notice that another overseer, by name Kelly, employed on some of the works in the Kistna district, has defrauded Government by misappropriating to his own use the sum of Rs. 3,000. The man has absconded.—*Madras Mail.*

THE BONDAGE OF THE RICH.

(*Bombay Guardian.*)

In his Annotations on Bacon's Essays, Archbishop Whateley says—

"It is worth remarking, as a curious circumstance, and the reverse of what many would expect, that the expenses called for by a real or imagined necessity of those who have large incomes, are greater in proportion than those of persons with slender means: and that consequently a large proportion of what are called the rich are in embarrassed circumstances, than of the poorer. Take the number of persons of each amount of income, divided into classes, from £100 per annum up to £100,000 per annum, and you will find the *per centage* of those who are under pecuniary difficulties continually augmenting as you go upwards. So that it would appear that the larger the income, the harder it is to live within it."

This we believe to be a correct statement of the case. And it is as true of society in India as it is of society elsewhere. To be in receipt of a large income and to be in easy circumstances are two very different things. We have frequently had occasion to observe in the case of those who have gradually risen from the humbler grades of service to the more lucrative, that the margin left for liberality gradually and constantly contracted as the salary become larger, until it almost disappeared. One who had not considered the matter might have supposed that with ampler means for expenditure there would be ampler means for benevolence; but the reverse is the case. A man becomes more and more straitened as the bounties of Providence flow more largely towards him. The higher he rises the less he has at his command. And as Whateley remarks, not only is his income swallowed up by his expenditure, it does not suffice to meet it, and he is even drawn into debt. He was ahead of the world when he started; the result of his success in life is that the world is now ahead of him. When he was poor, he owed no man any thing, and had wherewithal to give to them who had more need; now that he is rich, he is in debt, and so far is he from being able to succour the indigent that he actually sighs for some one to help him out of his difficulties.

The solution of this paradox is not very difficult. No man can serve God and Mammon, says Christ. Now the laws of Mammon are just the laws of society. When a man once consents to be ruled by these laws, he becomes a slave. His money is no longer his. He forfeits the right to sit down and decide for himself what he shall do with his money. Society says, What is your income? and on getting your reply it tells you immediately, with more than papal authority, what you are to do with it. Ah, you have a thousand a year; well, you must have so many servants, you must pay so much rent for your bungalow, you must have such an equipage, you must give so many dinners a year, costing on an average so much, you must deal with such a tailor and your wife with such a milliner. This is *your* tariff. You that have £1,500 a year, you must take this higher scale of expenditure, and yield as strict obedience to it as the laws of the Medes and Persians demanded. Hesitate at your peril. One horse only? We ostracize you at once.—And so the code follows a man up the steps of the pyramid of society, the tariff of expenditure increasing at a rate of rapid geometrical progression.

And what is the penalty of refusing to submit to this social dictation? Simply what we have intimated, ostracism. It you care for the honour which cometh from man, if you wish to be in good repute, if the thirst for "position" has got possession of you, if your aspirations are for the rewards that society can bestow, then you will be keenly sensitive to the penalties which society has at her command.

TO THE BRITISH SNOB.

(*Queen's Messenger.*)

I have traversed Europe, O British Snob, and have found marks of thy hand wherever I turned. Thou seemest like a viscous snail, O friend; thou canst go no where without leaving a trace of slime behind thee, so that all who pass by the same way shall be able to cry, "A British snob has been here; I know it by this unsightly trail." Or rather, friend, since I am in vein of comparison, I would liken thee to those unmannered dogs who can examine no monument without defiling it, and who care little, for that matter, whether the edifice they soil be a tavern or a palace, a bagnio or a cathedral. I have recently sped through France, and have stopped to visit such towns as Calais and Boulogne, Amiens and Paris, Rheims and Strasbourg. In all these places thou hadst preceded me, and wast already well known, my friend. At Amiens, Rheims, and Strasbourg, thou hadst been visiting the cathedral. I found thy filthy name scrawled upon the walls in letters an inch long, and accompanied with obscene inscriptions such as only thyself could dream of. At the railway stations thou hadst been at it again. In the waiting and retiring rooms thy inconceivably bestial mind had been working upon the window-panes and doors. An official told me at Abbeville that by the help of a diamond ring thou hadst scratched such foul things upon one of the window-panes there that the company were obliged to knock it out and put in a new one.

Of a truth, friend, it is a pity thou wast not detected in this last act; for had they caught thee, and served thee like a dirty whelp—that is, rubbed thy nose off against the aforesaid pane—it would have done thee a world of good. In Belgium it was the same as in France. From Brussels I went one day to see the field of Waterloo, where a great battle was fought, in which chance as much as valour gave us the victory. Near the field is kept a book in which travellers can record their impressions; and I opened this book, hoping to find in it many a generous tribute to the bravery and endurance of our foes. But, nay, friend, generosity is no part of thy nature. As I turned over leaf after leaf of the book, I had to blush for thee; and if ever I regretted being an Englishman, it was then, because I had thee for compatriot. Who taught thee, thou ignorant and heartless snob, that it was the part of the victors to insult the vanquished? Who gave thee right to sneer at the unfortunate? Verily friend, it is lucky that the destinies of England were not entrusted to soldiers such as thou on that day of battle; else had Waterloo taken rank with Hastings in our annals, and been remembered by us all in shame and silence. After leaving Belgium I crossed through Switzerland and Italy on my way to Rome, where it is needless to say, freind, I found thee as rampant and odious as ever. At every town where I had stopped on my road I had heard a bad account of thee. The Swiss and Italians were unanimous in cursing thy boorish haughtiness, thy purse-proud insolence, and thy coarse derision of everything that did not resemble thee and thine.

At Rome I had occasion to observe thee under two aspects, in both of which thou wast equally offensive. Either thou wast to be seen stalking about the town at the heels of thy *cicerone*, and curling thy lip at all the monks and priests that crossed thy path; or—falling into the other extreme—thou wast to be noticed grovelling, not kneeling, whenever a religious procession passed, and amusing the natives by thy hypocritical fanaticism as much as thou hadst disgusted them by thy intolerance. In Greece and Egypt, friend, I had the regret to find thee again. But Greece and Egypt being lands of ancient monuments, thy sphere of action took a more extensive development than any I had previously noted. In France, Belgium, and Italy thou contentest thyself with defacting the walls of palaces and cathedrals without attempting to plunder, for policemen are there to watch thee, and thou knowest they would break thy head. But in Greece and Egypt thou hast few policemen to fear, and thy vandalism has full play. All the works of art thou seest, thou appearest to consider thy lawful spoil. If thou comest across a fine bas-relief in a Grecian temple, thou chippest a piece off to take home to thy friends; and if thou art left alone with a fresco in one of the old mosques of Cairo, thou boldly hewest out the finest bit thou canst choose, and stowest it away in thy pocket. Of course it never occurs to the if a Greek or an Egyptian were to come to England, and break fragments off the monuments in Westminster Abbey, thou wouldst howl so loud that the whole British Empire would be filled with thy noise.

Never fear, however, for thou hast no retaliation such as this to dread. Neither Greek nor Egyptian will ever desecrate thy monuments; for Greeks and Egyptians have artistic feeling—of which thou hast none; and manly feeling—of which thou hast still less. Search Europe through from one end to the other, and thou will find the men of no other nation act as thou dost. It is only thou, the British Snob, who contrivest to show thyself everywhere vulgar, brutal, and mischievous. It is only thou who, with all thy vaunted purity of morals, thy religion and thy genial qualities, behavest abroad so thoroughly like an uncouth brute, that were I a foreigner I should feel my blood boil at the sight of thee, and hate the very land that grave thee birth.

Here I leave the, friend Snob; but thou art so hopelessly inexterminable that I am afraid it will be my ill-fortune to meet with thee often again. I do not say farewell, therefore; though would to heaven I could do so for good and all! I merely sign myself, neither affectionately nor admiringly thine,

A Traveller.

QUICKER PASSAGES THAN THE TENASSERIM'S.

A correspondent writes to the *Englishman*—"I read in your issue of this morning's date an account of the quick passages of the ship Tenasserim, but the following fact beats the Tenasserim by three days:—The ship Dinapore, Captain A. MacNoah, left the Sandheads on the 14th January 1867, bound for Liverpool, and received her pilot on board again at the Sandheads on the 1st August 1867, having carried a full cargo both ways; also the Dinapore arrived home again before the expiration of that year."

THE HOSTILITIES IN NEW ZEALAND.

(*Melbourne Argus,* July 17.)

The last month has been an eventful one in New Zealand, which has been visited by fire, earthquakes, political crises, and other evils; and, in addition, the terrible injury inflicted on the colony by the difficulty of quelling what is less an insurrection than a brigand and predatory outbreak, kept alive by handfuls of fugitives and outlaws roaming to and fro, but not the less formidable on that account, still continues. The active exertions to put it down offer no hope of early success and the troops have now retired into winter quarters. The rebellious natives are, however, as active as ever, as several terrible massacres perperated by them will fully bear out. The Kooti, one of the insurgent chiefs, and the most blood thirsty of them all, is still at large, though he has been a hundred times reported dead. As for Tito Kowaru, the other of "the twin thunderbolts of war," he has broken loose from his original narrow confines, and has become quite ubiquitous. Indeed, the ubiquity of this latter individual most clearly illustrates the jeopardy in which the outlying settlers now live in every quarter of the North Island. He has been leading Colonel Whitmore a wildgoose-chase through wide tracts of the interior, where white men never set foot before. Emerging from the wilderness, he has appeared in the neighbourhood of the new Waikato settlements; has been again heard of not far from Tauranga, on the east coast; and at the present moment it is doubted whether he is not once more in his old haunts in the Wanganui district of Wellington province or away at Mokau, north of the province of Taranaki. Nowhere can the scattered settlers feel themselves safe from the visits of men who, by the employment of the torch and tomahawk, have discarded the moderation of insurgents of former years.

We are glad to report some important successes by the colonial forces. Major Noakes's expedition up the Patea River has succeeded in capturing the rebel chief, Tauroa, two other chiefs, forty-eight hand men, together with forty-six men, seventy-six women and children, and all their arms and ammunition. Of the last, however, they were rather short. There was no loss on our side. Major Noakes left Patea with a force of 264 men, consisting of Armed Constabulary, Rifle Volunteers, Wanganui Veteran Volunteers under Captain Kells, together with the Carlyle Volunteers, Ngatiporous, and some Wanganui natives. On arriving at Makaroro, half of the force was left there under Captain Hawes, while Major Noakes pushed on with the Ngatiporous and Wanganui natives, and a few Europeans under Captain Goring and Mr. Blake. The party soon found tracks of the enemy, and on the fourth day of being out were close upon his scouts. On arriving at a village called Taitata, an envoy was met who came from the chief Tauroa, with a missive suing for peace. Mr. Booth went back in the canoe which had brought the messenger, and proceeded to where Tauroa was stationed with his followers, the messenger being detained as a hostage for Mr. Booth's safety. Mr. Booth not returning soon, Major Noakes, with fifty men, advanced to the enemy's position at Te Kura, where a pa had been built. Major Noakes found Mr. Booth there, and in reply to Tauroa's desire for peace, said he would accept nothing but an unconditional surrender, at the same time sending a portion of his force to cut off the retreat of the rebels in the rear of the pa. On this being done, the Hau-haus came out and laid their arms down at Major Noakes's feet. Major Noakes then promised Tauroa that his life should be spared, and his men not destroyed. Thirty-one stand of arms and eighteen canoes were taken possession of, but the village was left untouched. It seems that these people had been watching the advance of our force for two days up river, and first intended to fight, but surrendered at the eleventh hour. The prisoners have been given into the charge of the Ngatiporous. The Patea River, up which the force went in their expedition, is very winding, and has several rapids in it. The expedition suffered a good deal of hardship from heavy rain and cold when out. The prisoners were brought into Patea.

By the latest telegrams we learn that the Waikato affairs are likely to rise. The Wanganui natives have given information that Te Kooti is at the edge of the Taupo Lake with 300 men, and are greatly excited and alarmed. They state that Te Kooti intends coming down the Wanganui river, destroying the native settlements on the way; 100 men have been sent up the river to join Lake Taupo friendlies. Major Noakes has captured forty-three more rebels. The Ngatimaniopotos are occupying the ranges between the White